

MASON'S



Hongkong Daily Press.

ESTABLISHED 1867

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No. 19,592. 號二十九百五千九萬一第 日二十月二年酉辛 HONGKONG, MONDAY, MARCH 21st, 1921. 一拜禮 號一廿月三年十國民華中 PRICE, \$3 PER MONTH.

INTIMATIONS JUST LANDED

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PEAK TRAMWAY CO.

LIMITED.

TIME-TABLE.

WEEK DAYS
7.00 a.m. to 8.00 a.m. every 15 minutes
8.00 " " 9.00 " " 10 " "
9.00 " " 10.00 " " 15 " "
10.00 " " 11.00 " " 15 " "
11.00 " " 12.00 p.m. 15 " "
12.00 p.m. to 2.00 p.m. 15 " "
2.00 " " 3.00 " " 15 " "
3.00 " " 4.00 " " 10 " "

HOLIDAY DAYS
8.00 a.m. to 9.00 p.m. every 30 minutes
9.00 p.m. to 11.00 p.m. every 30 minutes
11.00 p.m. to 12.00 a.m. every 30 minutes
Extra Car—12 midnight.

SUNDAYS
7.30 a.m. to 10.30 a.m. every 15 minutes
10.30 " " 11.00 " " 10 " "
11.00 " " 12.00 noon 15 " "
12.00 noon to 1.00 p.m. 10 " "
1.00 p.m. to 5.00 p.m. 15 " "
5.00 " " 6.00 " " 10 " "
6.00 " " 7.00 " " 15 " "
7.00 " " 8.00 " " 10 " "

As on Week Days.
SPECIAL CARS by arrangement at
the Company's Office, Alexandra Building,
Des Voeux Road.
Season and punch tickets available for
all cars, not already full, running at the
time stated in the Company's time-table,
but not for special cars can be obtained on
application at the Company's Office. No
season ticket will be issued until payment
therefor has been made in Bank Notes or
by Cheque or Comptroller Order represent-
ing Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after MONDAY, JANUARY 24th, 1921, until further Notice.
(All previous Time-Tables cancelled.)

DOWN TRAINS												
Stations	No. 14	No. 18	No. 8	No. 9	No. 11	No. 13	No. 16	No. 17	No. 11	No. 22		
	Local	Local	Through Express	Through Slow	Local	Through Express	Mixed Road Class Passenger & Goods a.m.	Local	Local	Local	p.m.	p.m.
CANTON (Tai Sha Tan) dep.			8.00	8.25			8.30					
SEK LUNG			8.07	8.32			8.37					
Shum Chui			8.14	8.39			8.40					
Shinghai			8.21	8.46			8.45					
Yuenai			8.28	8.53			8.50					
Yuenai			8.35	9.00			9.00					
Yuenai			8.42	9.07			9.05					
Yuenai			8.49	9.14			9.10					
Yuenai			8.56	9.21			9.15					
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Yuenai			9.31	9.56			9.40					
Yuenai			9.38	10.03			9.45					
Yuenai			9.45	10.10			9.50					
Yuenai			9.52	10.17			9.55					
Yuenai			9.59	10.24			10.00					
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Yuenai			11.23	11.48			11.00					
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SPORT.

CRICKET.

HONGKONG C.C. v. INDIAN R.C.

These Clubs met on the Hongkong C.C. ground on Saturday. The Indians, batting first, made a poor show. S. A. R. Ismail and "Mr. Extras" being the only scorers to reach double figures. Ten players, between them, completed 23 runs, bringing the total to 67. This poor scoring was reflected in the bowling analysis: Hope took four wickets for one run, and Farthing four for 11 runs.

The home team was a strong one and ran up a score of 160 towards which Day contributed a useful 48, and Farthing 30, not out. The following were the scores:—

I.R.C.				
O. Ramjaha, b Webster	9			
S. A. R. Ismail, not out	21			
E. Moosdeen, c and b Day	5			
A. R. Rahumid, c Day, b Farthing	4			
J. S. Curreen, c Webster, b Farthing	3			
R. Nazarin, c Dorkins, b Farthing	3			
Y. A. Wahup, b Farthing	4			
N. Kitchell, b Hope	0			
A. Rasach, b Hope	0			
F. M. Arculli, c Dorkins, b Hope	0			
S. A. Bux, b Hope	0			
Extras	21			
Total	67			

Bowling Analysis.				
	O.	M.	R.	W.
Webster	8	2	15	1
Day	11	1	19	1
Farthing	5	0	11	4
Hope	2.4	0	1	4

HONGKONG C.C.				
R. E. A. Webster, c Ismail, b Curreen	0			
J. R. Macphail, b Curreen	19			
W. H. Hope, c Razach, b Curreen	11			
R. M. Madden, b Curreen	3			
H. H. Taylor, b Ismail	27			
G. H. Piercy, run out	21			
L. J. Davies, c Ramjaha, b Ismail	9			
H. A. Sawyer, b Ismail	0			
G. M. Dorkins, c and b Ismail	26			
H. H. Day, c Curreen b Nazarin	48			
F. H. Farthing, not out	30			
Extras	6			
Total	160			

Bowling Analysis.				
	O.	M.	R.	W.
Curreen	13	1	69	4
Moosdeen	5	0	20	0
Ismail	11	2	48	4
Wahup	8	0	47	0
Nazarin	1.3	0	9	1

LAWN TENNIS.

THIS WEEK'S MATCHES.

TO-DAY.

OPEN CHAMPIONSHIP SINGLES.—S. A. Ramjaha v. M. K. Lo.
OPEN CHAMPIONSHIP DOUBLES.—R. M. Henderson and B. C. Cromie, Comdr. A. E. Johnston and Sturges, Lieut. H. Morrison; J. B. Penman and A. D. Humphreys v. Major C. Willson and L. Forster.
HARDI-CAP SINGLES "A."—Major H. M. Edwards v. A. B. Raworth; C. C. Stark v. Capt. P. H. Davies.
MIXED DOUBLES HARDI-CAP.—Major C. Willson and Mrs. Bowen v. Lieut. Col. F. J. Bowen and Miss V. Bowen.

TUESDAY.

OPEN CHAMPIONSHIP DOUBLES.—J. R. Wood and G. R. Sayer v. Capt. Leslie Smith and J. S. Jennings.
CITY CHAMPIONSHIP.—Major C. Willson v. E. G. Grimble; Major H. M. Edwards v. H. W. Sassoon; Capt. P. H. Davies v. G. M. Dodwell; A. D. Humphreys v. D. J. Valentine; A. B. Raworth v. G. Miskin.

WEDNESDAY.

OPEN CHAMPIONSHIP DOUBLES.—R. and H. Hancock v. winners of Monday's finished match.
HARDI-CAP SINGLES "A."—J. B. Penman v. L. Forster.
HARDI-CAP SINGLES "B."—E. F. Caville v. H. V. Dawson; J. H. R. Freeborn v. Lieut. C. H. Larkum.
HARDI-CAP DOUBLES.—G. Miskin and E. G. Grimble v. T. E. Winfield and M. E. F. Airey; M. M. Maas and A. B. Raworth v. J. R. Wood and G. R. Sayer.

THURSDAY.

OPEN CHAMPIONSHIP SINGLES.—F. A. Dinsdale v. G. W. Sewell; A. D. Humphreys v. A. A. Ramjaha; Cornaby v. D. J. Valentine.
OPEN CHAMPIONSHIP DOUBLES.—Major H. M. Edwards and R. Townsend v. Major H. Greenaway and Olliver.

INTER-PORT ROWING.

A. COMING REGATTA AT SHANGHAI.

Inter-port rowing events are to be held in conjunction with the spring regatta at Shanghai, in May. The event starts on Saturday, May 21st, and will be continued on Sunday, Monday, and Tuesday following. Invitations to attend have been sent to Hongkong, Kobe, Tientsin, and Yokohama, but at present, says the N.O. Daily News, it rather looks as if only Hongkong and Kobe are likely to be able to attend. Still, if these two ports are represented, we should have a most interesting regatta. It is not yet certain whether they will be able to put in eight, but four and pairs are considered a certainty, and, of course, there will be sculling. In view of the likelihood of strong crews from these ports, Shanghai's possibilities are starting early, and so long as their training proceeds on judicious lines, satisfactory results ought to be obtained.

That the training will be on such judicious lines is a practical certainty, as men of experience, Messrs. Graham, Bidder and Saylor, are to take the inter-port and other crews in hand. The presence of Mr. D. M. Graham, back again from Hongkong, is an event hailed in rowing circles with the utmost satisfaction.

FOOTBALL.

SATURDAY'S GAMES.

CHALLENGE SHIELD SEMI-FINAL.

R.G.A. 1; WILTSHIRES, 0.

A large crowd attended at Happy Valley, on Saturday, to witness the match in the Challenge Shield between the two military teams in the Colony. The Club stand was filled when the teams took the field. Giles beat Walker for choice of ends, and the R.G.A. were set to face the sun. Henwood started the game, and the R.G.A. were soon making for the Wiltshire goal, but Giles cleared to midfield, and Swanborough passed forward for Menham, who was pulled up for off-side.

Walker sent Watson in, and the latter beat Giles who recovered and kicked to touch. The R.G.A. returned and Wilson was pulled up for off-side. The R.G.A. were doing most of the attacking, but Giles cleared well. Wilson placed well from a corner kick, and Watson headed over the top. From the kick-out Lancaster sent Swanborough away. The latter passed to Amor, Henwood went in and sent in a screw shot that landed in the net, thereby opening the score for the R.G.A. after 12 minutes' play. The Wiltshire, stung by this unexpected reverse, went away with a dash from the centre kick, but Walker cleared to midfield. The Wiltshire took the ball down to the R.G.A. goal, where Frampton kicked to touch. By neat play the Wiltshire transferred the ball to the other end and Walker cleared by kicking to touch. The ball travelled up and down the field, the defence beating the forwards on both sides. From a break away by the R.G.A., Smith almost let a shot from Watson through his legs, but managed to clear just as McHugh dashed up. The Wiltshire took up the running and Amor sent over the top from close range. At the other end Giles had to clear a ground shot from Watson and the Wiltshire went away on the right, Warren sending in a long shot that Holloway cleared at the second attempt, the ball going again to Warren who returned wide. Half-time arrived with the R.G.A. leading by one goal to nil.

On resuming, the Wiltshire assumed the offensive. Frampton cleared well, and Keay sent Wilson forward, the latter shooting wide. The R.G.A. returned and Lancaster handled the ball outside the penalty area. Henwood took the free kick and drove the ball with terrific force at the goalkeeper, who stopped the ball with his hands, but the force of the shot drove his hands back on to his nose which bled from the blow. The R.G.A. returned, and McHugh sent in a ground shot for Smith to kick away. The Wiltshire then went away, and for hands against Dawson near the touch line the Wiltshire were awarded a free kick. Trivett placed well, and a scrimmage followed in the R.G.A. goalmouth, Holloway eventually clearing. Giles stopped a dangerous rush by the R.G.A. forwards, and Bell was hurt in front of the Wiltshire goal. A slight halt was called, and Bell resumed. The R.G.A. made another rush, and sent Menham away, who ran well in, but Frampton cleared. The Wiltshire came again, and Amor shot wide. Holloway saved a hard shot from Menham, and Amor, returning, forced a corner. Henwood cleared from the flag kick and passed forward for Watson, but Trivett cleared. The Wiltshire then got away and forced a corner off Keay. Amor placed well, and Evans headed into Holloway's hands. A foul against Menham for charging the goalkeeper was awarded the R.G.A., and Henwood, receiving from the free kick, sent Wilson away, but Giles cleared. Amor went down the wing at a good pace but ended up by shooting over the bar. The Wiltshire were soon around the R.G.A. goal, and Holloway saved from Evans close in. The R.G.A. then transferred play to the other end, and Smith did well to save a ground shot from McHugh. Play continued fast and each goal was visited, the goalkeepers bringing off good work. The Wiltshire were now tired and tried hard for a goal, but Holloway dealt with shots from all directions and kept his charge intact. The R.G.A. visited the Wiltshire end, and Best ended up a brilliant run by skimming the bar with a fast shot. The R.G.A. came again and Wilson, beating Giles, went in, and lost a good chance by hanging on to the ball, instead of giving it to Best who was standing unmarked in front of goal. Towards the close of the game the Wiltshire pressed, but the defence proved sound, and with the Wiltshire R.G.A. territory the white sound for time, leaving the R.G.A. winners of a strenuous game by the only goal scored.

Mr. Leaf, B.N., was in charge of the game, while Mr. J. McCubbin (Club) and Mr. J. Clark (Police) carried out the duties of linesmen.

The teams turned out as follows:—R.G.A.—Holloway; Walker and Frampton; Keay, Donovan and Dawson; Wilson, Watson, Henwood, Best and McHugh. WILTSHIRES.—Smith; Giles and Trivett; Brown, Lancaster and Bell. Warren, Evans, Menham, Swanborough and Amor. The game was well contested throughout and there was little to choose between the teams. As expected the first to score won the match; both teams adopted safety tactics by kicking to touch when pressed. For the Wiltshire played a good game in goal, and did not see the shot that beat him. He saved well from Henwood in the second half. Giles was the outstanding man on the field. His turn of speed served him well, for laying well up the field he easily recovered when beaten and overtook his man and cleared. He was ably assisted by Trivett. Lancaster was the pick of the middle line; the wing halves being on the weak side. Amor was not in his usual form. His placing from corner kicks was not so accurate. He did well on the wing, but his shooting was erratic. Swanborough played well, and Menham found Donovan in close attendance when he received the ball. The right wing worked well but they did not get their share of the passes, the ball being sent across to Amor, who had an off-day. For the R.G.A., Holloway played a sound game and saved his side from a defeat. Walker and Frampton cleared well, the former having a good turn of speed, while

Frampton was very safe. Donovan played well. He assisted the defence when pressed and cleared on several occasions when matters were now too hot for the R.G.A. Like the Wiltshire wing halves, the R.G.A. were slow. Henwood, as pivot, worked hard, and the goal he scored was the result of good football. His run the length of the field just on half time was worthy of a better result, but the hard ground beat him, for as he was about to shoot the ball rose a trifle too high for him and he failed to serve the ball past Smith. Watson played well and beat the backs on several occasions. The rest of the front line did well. More combination is required by all the front line if they expect to give a good account of themselves in the final next Saturday.

HONGKONG LEAGUE.

"TITANIA," 3; KOWLOON, 1.

Played on the Navy "A" ground, before a large number of blue-jackets, the sailors won by 3 goals to 1. Early in the game, Wheeler handled in the penalty area and Hendry taking the kick opened the scoring for the "Titania." From the centre kick Kowloon went down, and Mason made the scores equal by heading. Yeoman with a high shot. Following give-and-take play Piles received a pass from Garside, and sent the ball out of Crocker's reach, giving the sailors the lead. Before half time Hendry put the sailors further ahead, and the teams crossed over with the sailors leading by 3 goals to 1. On resuming, the "Titania" took charge of the game, and Piles added two more goals. The whistle sounded, leaving the sailors winners of a fast game by a good margin. Mr. Hollands was the referee. Most of the play was in the Kowloon territory during the game, and the sailors indulged in shooting practice and only the good goalkeeping of Crocker prevented the sailors from winning by a greater margin. By this match Kowloon finish their League engagements and are to be congratulated on the play throughout their first season in the premier division of the League.

POLICE, 1; S.O.A., 0.

The Police had Swan, their goalkeeper, out assisting them for the first time this season. He played one of his old time games, and kept the Chinese out. Another old time player, Pearson, of the R.E., assisted the Police in this match, and played a very good game. The Police lost several chances of scoring, Robertson failing with passes from Pearson. The game was very clean and fast, and Hillier of the Police scored the only goal of the match.

"AMBROSE" SCRATCH.

The "Ambrose" scratched to the Club at a late hour, and forfeited the point by which the Club finish their League programme with a total of 15 points for 18 matches played. The Club followers were disappointed owing to the match, being scratched, as a good number turned out to see the Club's last match in the League.

ST. JOSEPH'S COLLEGE, 2; UNITED, 2.

The United did the R.G.A. Reserves a good turn by playing a drawn game against the College. The first half opened in favour of the United, and after only five minutes play Blake was almost through when Ismail tripped him and a penalty was awarded. Simmons took the kick and struck the cross-bar, the ball rebounding to play, and the College cleared. St. Joseph's then took charge and before the interval Ogley scored twice for them, and the College led by two clear goals at half-time. On resuming, the College pressed and Bech did good work in goal to keep them out. With only five minutes to go the United rallied and, Blake scoring two goals before time was called, the game ended in a draw.

"CARLISLE," 2; CLUB RESERVES, 0.

Played on the Club ground at 2 p.m. the Carlisle scored a goal in each half, and won by 2 goals to nil.

S.O.A. RESERVES, 1; KOWLOON RESERVES, 0.

STAFFS-INDIANS MATCH.

The Staffs-Indians match was not played, as the latter failed to put in an appearance. After waiting on the ground twenty minutes the referee, in consultation with the Staffs' team, declared the match off. The points will be given to the Staffs.

HONGKONG LEAGUE—DIVISION I.

(Table up to Date.)

CLUB	P.	W.	L.	D.	Pts.
Wiltshires	18	11	2	5	25
R.G.A.	18	11	3	4	24
Hongkong Club	16	7	5	4	18
Tartar	15	7	7	1	15
S.O.A.	15	5	6	4	12
"Titania"	12	6	5	1	14
Kowloon	18	5	8	5	13
Hongkong Police	15	3	9	3	9
Ambrose	12	1	11	1	2

AMBER GLASSES.

Amber lenses have proved to be most efficient for out-door wear in the tropical sun. All irritating light rays are absorbed and the result is a restful feeling to the eye and a relief from the white glare. Amber lenses are especially recommended to those whose work takes them in the sun. Army officers find them indispensable on the range, persons contemplating a sea voyage will find these glasses almost a necessity. Amber lenses of any prescription in either regular or Tonic forms are manufactured by The Hongkong Optical Co., Successors to Clark & Co., Scientific Opticians, located in Queen's Road, Central—Advr.

PREPAID "WANTED" ADVERTISEMENTS.

Letters are lying at this Office for
Bones P. Q. AD. AP. AW. BF. BO.
BR. BV.

TO LET.

FURNISHED for 6 months from 1st May.
KELLETT LODGE, No. 45, The Peak,
6 Rooms, Large Tennis Court and Garden.
Apply to—

LINSTEAD & DAVIS,
Alexandra Buildings [438]

TO LET.

EUROPEAN OFFICES, 1st floor (four in one block) 16 to 19, Connaught Road Central (with use of lift).
Apply to—

"A. B."
Care of Daily Press Office. [184]

TO LET.

TWO LARGE ROOMS to let for Office.
14, Des Vœux Road Central, Top Floor.
Apply to—

ROOM No. 1. [131]

FOR SALE.

FIVE-ROOMED BUNGALOW, Peak District, Tennis Court, Kitchen Garden.
Early possession.
Apply to—

Box No. 588,
Care of Daily Press Office. [688]

FOR SALE.

62,570 SQUARE FEET OF LAND at Broadwood Road, Wong-niching, with 7-Roomed Hongkong and Seaview Quarters, Kitchen, Garden, Tennis Court and Lawn. For particulars apply to—
GEO. E. HALL BRUTTON & Co.,
37, Queen's Road Central. [442]

SEAMEN'S INSTITUTE

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FOR the use of all Men of the Mercantile Marine and H.M. Navy.

Reading and Writing Rooms, Billiard Room, Officers' Room, C.P.O.'s Room, Restaurant, Concert Hall, Church.

Private Cabins and beds in Dormitories.

Motor Launch "Dawsoning."

[64]

DAIRY FARM NEWS

Customers are requested to

apply for our Revised Price-

List which came into force on

1st March, 1921.

THE DAIRY FARM, ICE & GOLD

STORAGE CO., LTD. [53]

Corns Peel Off Painlessly

There is Only One Genuine Corn Peeler—"Get-It."

There's only one happy way to get rid of any corn or callus, and that is to be able to peel it off easily and painlessly. "Get-It" is the only corn remedy in the world that does it.



"2 drops of 'Get-It'—Corn is doomed!"

that way—effectively, thoroughly. We get down on the floor, tie our feet into a knot, and have to labor with troublesome, painful, greasy blisters that rub off, stick, and cause pain and soreness, when you can peel off your corn or callus in one complete piece, perfectly and surely, with magic, simple, easy "Get-It." It takes 2 or 3 seconds to apply "Get-It" to you, or 3 drops, and that is all. "Get-It" does the rest. Get rid of that corn-pain at once, so that you can work and play without corn torture. Be sure to use "Get-It." It never fails.

"Get-It" is the guaranteed money-back corn-remover, the only sure way, costs but a trifle at all chemists and stores. Mfg. by E. Lawrence & Co., Chicago, U.S.A.



Obtainable and All Chemists from

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Blade Hongkong.

[100]

THE NEW FRENCH REMEDY THERAPION No. 1 THERAPION No. 2 THERAPION No. 3

For the treatment of all skin diseases, such as Eczema, Psoriasis, etc. It is a powerful and effective remedy, and is used by the most successful dermatologists in the world. It is sold in three forms: No. 1, No. 2, and No. 3. No. 1 is for the treatment of Eczema, No. 2 for Psoriasis, and No. 3 for all skin diseases. It is sold in small bottles, and is used by the most successful dermatologists in the world. It is sold in small bottles, and is used by the most successful dermatologists in the world.

COMPANY MEETING.

HONGKONG HOTEL CO., LTD.

PROPOSED NEW HOTEL IN KOWLOON.

The annual meeting of the Hongkong Hotel Co., Ltd., was held at the Hotel, on Saturday, at noon. Mr. A. R. Lowe presided and amongst those also present were: Sir Ellis Kadoorie, Mr. J. Scott Harston and Mr. F. Matland (Directors); Mr. H. Taggart (Manager), the Hon. Mr. Ho Fook, Messrs. Ho Kwong, W. Logan, E. A. Ram, B. Wylie, E. M. Raymond, N. V. A. Croucher, A. S. Gubbay, Ho Ki Van Eps, E. Abraham, H. Percy Smith, P. C. Potts, Fung Tat Haug (shareholders).

The Chairman said:—Gentlemen, the report and accounts, together with the auditors' certificate, having been in your hands for several days, I will, with your permission and in accordance with the usual practice, treat the same as read.

The balance at credit of profit and loss account, after allowing for depreciation, bad and doubtful debts, etc., and including the sum of \$4,353.95 brought forward from 1919, amounted to \$332,073.50. After deducting the interim dividend paid in September, 1920, costing \$100,000, the sum of \$232,073.50 remains, which the Directors recommend apportioning as follows:—

To pay a Final Dividend of \$5 per share on 20,000 shares.....	\$100,000.00
To pay a Bonus of \$2 per share on 20,000 shares.....	40,000.00
To transfer to General Reserve.....	50,572.94
To carry forward to New Account.....	41,500.56

And your Board trust that the suggested appropriations will meet with your approval.

A RECORD YEAR.

The year under review constituted a record in the annals of the Company, and in this connection I desire to emphasize that the increased profit is not due to excessive charges, but has resulted through a greatly increased volume of business, more particularly in the tourist line, and the new enterprises. In point of fact, owing to the low rate of exchange, and the increased cost of provisions, wines, spirits and all commodities pertaining to the business in which we are engaged, we shall—should exchange continue at the present rate—be compelled to raise our prices somewhat. This step has already been taken by other establishments operating similar enterprises to ours, but bearing in mind the fact that we are carrying considerable stocks, it is not our intention to advance prices until such time as these stocks are reduced.

The main building at Repulse Bay was opened on the 1st January last year, and its revenue depended entirely upon the catering business until the latter end of August, when the first extending twelve bedrooms, became productive. The demand for accommodation at Repulse Bay fully realized our expectations and prompted us to arrange for a further extension of nineteen bedrooms, which should be ready for occupation by the 1st May in the current year.

DEVELOPMENT OF REPULSE BAY.

The erection of the Repulse Bay Hotel has had the effect of opening up what I may term "the opposite side of the island," and this, coupled with the fine roads which have been and are in course of construction, has been instrumental to a marked degree in bringing that beautiful part of Hongkong to the fore as the seaside resort of the Orient. The theory that the south side of the island was unhealthy having been thus finally exploded, applications from all over the Far East for accommodation at Repulse Bay have been forthcoming, thus affording ample testimony of the increasing popularity of that Hotel. In this connection it may interest you to know that the Company has acquired an area of approximately 650,000 sq. ft. of land at Repulse Bay, and it is the Company's intention to extend its accommodation there from time to time as the demand warrants. It is a source of gratification to your Directors to be in a position to inform you that the Repulse Bay venture has proved profitable from the outset. (Applause.)

THE COMPANY'S MOTOR BUSINESS.

As you are aware, the Company has recently embarked upon the transportation of persons and garaging of motor cars—a branch of business which the Company found it necessary to undertake in consequence of its expenditure upon the Repulse Bay enterprise—and I am pleased to inform you that, despite heavy depreciation, the Company's business in the above connection has provided a further source of profitable revenue. Arising out of the above, your Company deemed it advisable to erect a garage at Repulse Bay, which is now nearing completion, and this garage, with certain alterations in the main building at Hongkong, will provide the Company with an up-to-date service station and show room accommodation and thus enable the Company to be very shortly in a position to greatly improve its motor service and render facilities for cheaper transportation—a most important factor in the future development at Repulse Bay and the surrounding district.

As the outcome of our exploitation at Repulse Bay, other Government sites have been applied for and taken up for building purposes, and it is now only remains for work to be pushed ahead on the new road through Wong Nei Chong Gap, giving an alternative and short route to and from the City, for speedy developments to ensue.

(Continued at foot of next column.)

COMPANY REPORT.

SHANGHAI AND HONGKONG WHARF COMPANY, LTD.

At the annual general meeting of shareholders in this Company held at Shanghai, last week, Mr. A. Brooke Smith who presided, stated that compared with 1919 the profit for the year showed an increase of Tls. 250,183.73 and was the best on record, since 1907. An interim dividend of Tls. 3 was declared last August and a final dividend of Tls. 10 was now proposed.

In view of the present cost of materials and labour the Directors considered it desirable to set aside Tls. 50,000 for ordinary repairs and renewals; also to build up the depreciation fund, inaugurated last year, with an appropriation of Tls. 50,000, to bring this reserve to Tls. 75,000. Since 1907 it had not been possible to add to equalization of dividends, but an appropriation of Tls. 50,000 was now suggested which would augment that fund to Tls. 75,000.

A revised schedule of the Company's properties showed that the Company owned no less than 6033 mow of land, with a river frontage of 7,232 feet, and over 2,000,000 square feet of floor space in godowns.

CHILD SLAVERY IN HONGKONG

A STRIKING COMMENTARY ON OFFICIAL REPLIES.

Truth of February 10th has the following notes:—

Some recent statements in the Hongkong Press with regard to child-slavery in the Colony, furnish a striking commentary on the official replies to queries in the House of Commons. For instance, about the time when the Under Secretary for the Colonies was in effect telling M.P.'s that there is no traffic in girls in Hongkong, the Attorney-General of Hongkong was asking the Legislative Council to amend the law on the ground that "the evil resulting from the traffic in girls was so great that further powers are required for dealing with it."

In a case before the Hongkong Magistrate in December, it appeared that a Chinese woman had sold a girl (her own sister) to a man with whom she was to live. The offence with which the woman was charged was not the selling of the girl, but the obtaining of 30 dollars by the false pretence that the subject of the bargain was unmarried. The *Hongkong Daily Press* declares that the traffic in slave-girls goes on "like the selling of cattle," and it is to be hoped that the Colonial Office will no longer allow itself to be hoodwinked by the attempts of the local administration to draw a veil over an ugly and indefensible scandal.

HOTEL SHORTAGE: AN UP-TO-DATE HOTEL IN KOWLOON.

The shortage of hotel accommodation in Hongkong is a most regrettable—more especially do I refer in our own case to the handling of transient traffic, the situation having become so acute at times that strangers have been landed in the Colony without the means of securing even a night's lodging—a state of affairs which is more or less applicable to all large town centres throughout the world. With a view to eradicating this state of affairs, your Board have recently been in negotiation with the Government with a view to acquiring a particularly fine site at Kowloon, and on completion of these negotiations, your Company's intention is to erect on the site in question an up-to-date hotel with accommodation for five hundred guests. (Applause.)—This new hotel will be undertaken on thoroughly modern lines, and provision will be made for fine assembly rooms, garage, and a roof garden, while apart from suites, each room will have a self-contained bathroom and lavatory, and will, I venture to predict, surpass anything of its kind in the Far East.

It is estimated that the cost of this new Hotel will be in the region of two million dollars. I may add, however, that no better medium for the development of the Kowloon Peninsula than this enterprise could be undertaken, while the fact that this Company is intimately associated with the future progress of the Colony is becoming more and more recognised; and I think we can say with due modesty that we have left no stone unturned in our endeavour to fulfil our obligations as caterers to the public—in which connection I would further say that the thanks of all who have benefited therefrom are due to our energetic and hard-working Manager, Mr. Taggart, and his staff.

The details of the above new undertaking which will be the largest the Company has ever embarked upon—have necessarily involved a considerable amount of forethought; I am confident, however, that when the enterprise finally materialises, the new Hotel will not only be a credit to the Colony, but will merit a similar degree of patronage to that with which the Company has been favoured in the past.

I now beg to formally propose that the report and accounts for the year 1920 as presented be adopted, and I shall be obliged if some shareholder will kindly second that proposal, whereupon questions as to the report and accounts may be raised.

Mr. P. C. Potts seconded the Chairman's proposition and the report and accounts were adopted.

On the motion of the Hon. Mr. Ho Fook seconded by Mr. Ho Kwong the appointment of Mr. A. R. Lowe as Chairman of the Directors and the re-election of Mr. J. Scott Harston and Mr. F. Matland as directors were approved.

On the motion of Mr. W. Logan, Messrs. H. Percy Smith and J. H. Seth were re-appointed auditors at a remuneration of \$500 each.

This concluded the business.

A REMINISCENCE OF SIR JAMES CANTLIE OF 1887.

[BY G.N.]

(Sir James Cantlie's advocacy of the necessity for exercise, even at an advanced age, has called forth the following reminiscence from the time when the celebrated doctor practised in Hongkong.)

"Ye had better come and see me; maybe I can do something for ye."

It was Dr. Cantlie who spoke. He had recently arrived in the colony as a partner of Dr. Manson (now Sir Patrick Manson), the celebrated authority on malaria, and had just finished his examination of a friend of mine, who was ill in bed. During conversation with myself he had noticed that I was somewhat deaf, and in his bustling, energetic, and compelling way he at once began to tackle the problem: How long; probable cause; father, mother, grandmother, etc., at the end of which he again repeated:—

"Well, ye come and see me. I have had some experience in that line in the London hospitals, and maybe I can do something for ye."

There was no question of resisting Dr. Cantlie's invitation which was uttered in that kind and polite but withal stern manner that brooks no refusal. He spoke rapidly, as if he were pressed for time, with a brogue in which the Scotch brogue was absent, and I could not determine to what part of Great Britain he owed the quaintness of his dialect. He impressed me and everybody else who came within the orbit of his incessant activity as the personification of restless energy—always on the move, always doing something, and always perspiring. Within a few weeks after his arrival his rather short, somewhat squat, personality became a well-known figure up hill and down dale in the staid solemnity of Hongkong.

At the appointed hour I made my appearance in his consulting room. With a rapidity that astonished me he inserted the familiar hollow, but horrible, snaky rubber tube into my nostril, pushed it, turned a street corner within, and pressed the apex of the tube into what I thought must be my brain, but which in reality was merely the cavity behind the ear. People similarly afflicted will be able to appreciate such an operation performed with unusual energy.

"Swallow!"

"Where," I asked.

Dr. Cantlie stamped his foot. "I am not talking about a bird, ye fool! I want ye to swallow when I say 'Swallow!'"

It was not my fault that the tube had got out of adjustment, so after rummaging in blind alleys for a while inside my head I again felt the muzzle of the tube up against the wall of my ear, and the doctor shouted "Swallow!"

I did so. At the same instant he pressed the large inflated bulb attached to the tube, with a force that sent a 100 mile-an-hour typhoon into the cavity of my head. Motor cars had not yet been invented in those days, so I was at a loss how to classify the sensation caused; but people who have experienced similar pleasant gusts of air will agree with me that it can only be compared with the crunch, given out by a Ford when, in cranking, it, there is back-fire and a violent eruption of the engines. Having been "blown up" half-a-dozen times at as many sittings it is to be presumed that if there were any cobwebs inside my head they must have been blown away, but as they disappeared did not improve my hearing other methods were resorted to.

One day when the dear, bustling doctor was leaning over me with a stethoscope pressed firmly against my heart I observed him shaking his head dubiously.

"Anything wrong with the heart, doctor?"

"Well, I don't know; that's just what I am trying to find out." And with rapid strides he walked across the floor, opened a door and sang out:—

"Manson, just come in here a minute, will ye?"

Dr. Manson appeared, stethoscoped, consulted with his colleague in a voice that was inaudible to me, said a few pleasant words aloud and disappeared.

"What are ye doing with yourself; taking much exercise?"

"Well, no; I row a bit and run up to the Peak early in the morning to make myself fit."

"Oh, I see, that explains it. How many races did ye row at the regatta the other day?"

"Four."

"And how many did you win?"

"Two; the Chairman's Cup and the Garrison Cup."

"And how about your running up to the Peak; when do you do that?"

"Early in the morning. I have to be in the office at seven o'clock, so I run up to the flagstaff and back in about an hour and fifteen minutes before starting work."

"My dear, young man, ye are a fool. Ye are absolutely crazy. Do ye think your heart can stand such a strain, running up to the flagstaff and back again in that time and early in the morning?"

"Ye are not to row in races any more. Ye may go out paddling, but none of your lightning trips to the Peak."

"It was a crushing order for a young aspirant to aquatic honours, and with the rebelliousness that has always been in my soul I disobeyed my kind doctor, and for the next few years rowed in some twenty races with varying fortunes, beating among other celebrities, Sir Charles Addis of Consortium and other fame, in a race on the Soochow creek, where my eyes in the boat on that occasion compelled me to keep them glued to the back of E.C.P., who was then as popular a Secretary of rowing as he has lately become as Chairman of the Municipal Council."

But my dear doctor was wrong in his diagnosis about my heart. There never was anything wrong with that; and to this day, thirty-three years after its condemnation, it functions normally when climbing elevations of many hundred feet on the hills round about Kwongtung. On the other hand, his diagnosis on the state of my mentality has found numerous supporters as years have passed by—so "honours are even."

It was one of the last times I was in Dr. Cantlie's consulting room. He had taken an inordinate amount of trouble with me, and there was no end of his

(Continued at foot of next column.)

HONGKONG CHAMBER OF COMMERCE.

REPORT ON BUSINESS CONDITIONS.

The Fortnightly Price Current and Market Report, published by the Hongkong General Chamber of Commerce, states:—

Cotton Piece Goods and Fancy Cotton Goods.—The market remains inert and there are no signs of improvement for the near future.

Cotton Yarn.—Market has ruled weak and dealers have been buying for urgent requirements only. Prices show further declines of about \$10 per bale all round. Nominal quotations are:—No. 10s at \$140 to \$175, No. 12s at \$145 to \$175, No. 16s at \$170 to \$185, No. 20s at \$175 to \$200; arrivals, 2,500 bales; sales, 2,500 bales; Shipment of unsold stock, 13,000 bales; bargains, 10,000 bales.

Woolens.—There is still no change in the woollen market. Dealers are holding off until home prices and exchange are steadier.

Raw Cotton.—Values have ruled easier. Nominal quotations are:—Indian descriptions, \$23 to \$28; Chinese descriptions, \$25 to \$30 per picul.

Metals.—Business very quiet. No new business reported. Dealers are asking importers to close contracts with seemingly impossible terms regarding delivery and late goods. Until there is some defined understanding arrived at it will be difficult to arrange new business. Prices quoted from home for thin gauges, wire nails, galvanized wire, show a slight advance from the bottom. Steel bars are slightly lower, as also tin-plates.

Flour Market Report.—Stock: About 245,000 sacks. Quotations: American Patent, \$5 per sack; American Cut Off, \$3.42 per sack; American Straight, \$3.35 per sack; Shanghai Flour 2nd, \$3.35 per sack.

Sugar.—Market firm.

SAILORS IN CONFLICT.

GRAVE DISTURBANCES IN HONGKONG.

The centre of Hongkong was thrown into turmoil on Friday night by violent proceedings between British and American sailors. Into the rights and wrongs of the affair it is best not to enter; a magisterial investigation is to take place in due course so that for the time being the matter is *sub judice*. At any rate, confining ourselves strictly to facts, thirty-five American sailors belonging to the *Wilmington* were taken to the Police Station and will be charged when their vessel returns from a ten days' trip for which she is under orders.

The trouble began in the bar of the Hongkong Hotel, report hath it on the much-voiced question—and one impossible of settlement in the fevered atmosphere of hotel bars—namely "Who won the War?" Another war, regrettably enough, between Allies, appears to have been started to settle the question, and in the scuffle several British sailors were injured. It is alleged that the Americans arrived armed with weapons of offence.

It would appear that, by a pre-concerted signal, an adjournment was suddenly made to the Astor House Hotel bar, where another disturbance was deliberately fomented.

The police had been sent for from the Hongkong Hotel and a large posse was despatched. At the same time, a naval picket was organised at the Naval Yard. The police made several arrests and kept the crowd moving westward so that contact was soon established with the naval picket, to which many American sailors submitted.

The men taken to the Central Police Station were not detained; the Commander of the *Wilmington* made himself responsible for their appearance at the Magistracy at the conclusion of the vessel's trip, which was begun yesterday.

The police received reports of minor affairs between American and British sailors on Friday night in the vicinity of the Sailors' Home, and in Ship Street.

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The police had been sent for from the Hongkong Hotel and a large posse was despatched. At the same time, a naval picket was organised at the Naval Yard. The police made several arrests and kept the crowd moving westward so that contact was soon established with the naval picket, to which many American sailors submitted.

The men taken to the Central Police Station were not detained; the Commander of the *Wilmington* made himself responsible for their appearance at the Magistracy at the conclusion of the vessel's trip, which was begun yesterday.

The police received reports of minor affairs between American and British sailors on Friday night in the vicinity of the Sailors' Home, and in Ship Street.

HAT WEEK

AT

LANE, CRAWFORD'S

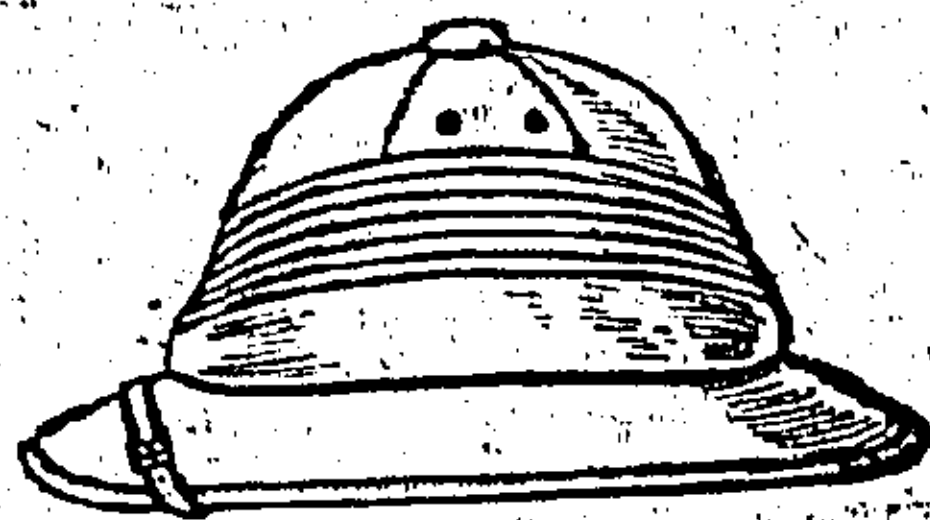
WE OFFER FOR THIS WEEK ONLY
OUR ENTIRE STOCK OF HATS FOR
LADIES and GENTLEMEN

AT

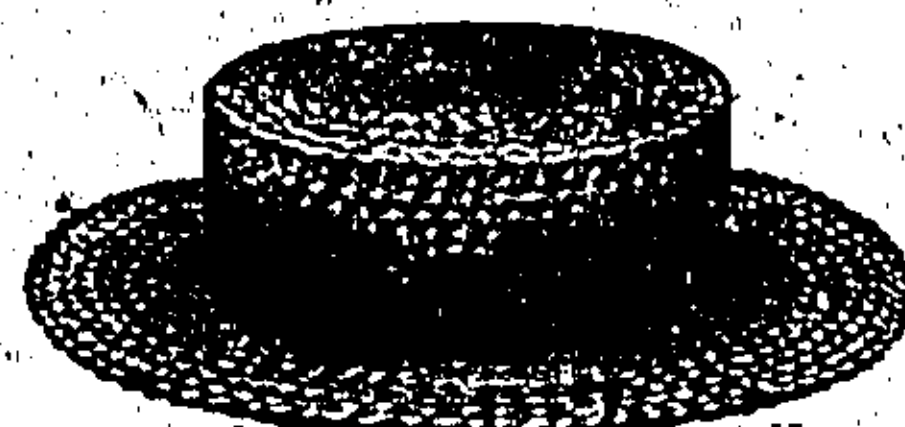
15%

DISCOUNT

FOR CASH



NEW SHAPES IN
HAWKES
SUN HATS



LINCOLN & BENNETT'S
FELT AND STRAW HATS.
SINGLE & DOUBLE TERAIS

— NEW PUGGAREES —

LADIES' SECTION

THE NEWEST STYLES IN

Trimmed & Semi-Trimmed

HATS.

LANE, CRAWFORD & CO.

SHERWOOD'S RYSTOLITE

THE IDEAL ENGLISH ENAMEL

Sold in quarts, 1 and 2 gallon tins

THE ENAMEL THAT WON'T TURN YELLOW.

LANE, CRAWFORD & CO.

HONGKONG.

Tel. 1741.

197

PIANOS

"BABY" GRAND & UPRIGHT

By

CHICKERING,
BROADWOOD
COLLARD & COLLARD
ALLISON &
HAMILTON.

(THE BEST THE WORLD CAN PRODUCE)

The Anderson Music Co., Ltd.

Wm. Powell Ltd.

TELEPHONE 3146.

— 101 —

"Live" LEATHER BELT
IT STRETCHES



These Belts are the last word in Belt construction. They give to every movement and at the same time hold the trouser in perfect position.

You should try one to fully realize the comfort of a "Live" Leather Belt. Also stocked in Cotton.

Wm. POWELL, Ltd., SOLE AGENTS.

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NEW ADVERTISEMENTS

NOTICE

NOTICE IS HEREBY GIVEN that the undersigned, Mr. ROY C. BURDIN, has severed his connection with THOMAS W. SIMMONS & COMPANY as of March 18th, 1921, and as Managing Director of this Company is authorized and has full power to sign for and on behalf of our Company.

THOMAS W. SIMMONS & COMPANY,
By ROY C. BURDIN,
Managing Director.

[684]

THE NORTH CHINA Famine FUND.
CHINESE PLAY BY ST. PAUL'S GIRLS' SCHOOL.

THE Staff and Pupils of St. Paul's Girls' School are getting up a CHINESE PLAY in aid of the North China Famine Relief Fund. The play is a melodrama in Chinese, entitled "UNCLE KIN", which has been specially written for the occasion by Mr. R. H. KOTWALL, and will be produced under his supervision at the THEATRE ROYAL on WEDNESDAY, the 23rd March, under the distinguished patronage of Lady Stroma, Lady Kirkpatrick and Mrs. Bowen-Saunders.

A programme giving a synopsis of the play in English will be on sale at the Theatre on the night of the performance.

In view of the deserving object of the entertainment, it is hoped that the public will accord it their hearty support.

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PUBLIC AUCTION.

THE Undersigned have received instructions from Mrs. ANNOB to sell by Public Auction,

On WEDNESDAY, the 23rd March, 1921, commencing at 2.15 p.m., at her Residence, No. 86, Bonham Road, and continuing up to THURSDAY, the 24th March at 10 a.m.

The Whole of The VALUABLE HOUSEHOLD FURNITURE, BRIC-A-BRAC, &c., &c., therein contained, as follows:—

Hall.—Teak Hall Stand and Side Tables, Drawing Room.—Large Easy Chair, Puffee and Chesterfield Sofa (by Wm. Powell), Blackwood Cabinet, Tables, Stands, &c., Water Colours and Engravings, Old Brass and Bronze Urn and Several Lots of Chinese 6-col. and Blue and White Porcelain, Carpets, Rugs and Curtains (Lans, Crawford & Co.), Dining Room.—Large Mirror Back Sideboard, Dinner Wagon, Etc. Table, Chairs, Cabinets, Electro-Plate and Cutlery, Glass, Crockery Ware, &c., including several lots of Silver Ware. Bedrooms.—Teakwood and Brass Mounted Bedsteads, Wardrobes, Dressing Tables, Washstands, Writing and Card Tables, &c., Bed and Table Linen, Blankets, &c., Bathroom, Pantry, and Kitchen Utensils.

Also a collection of Old Gold and Silver Coins (Japanese) in case, Electric Fittings, Barometer and a large quantity of Pot Plants.

On view from Tuesday, 22nd at 1 p.m. between 11 a.m. and 6 p.m. and day of Sale.

TERMS.—Cash.

HUGHES & HOUGH,
Auctioneers.

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NOTICE TO CONSIGNEES.

The Steamship "EGREMONT CASTLE" From NEW YORK

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded, unless notice to the contrary be given before 19th March.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th Mar. will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 4th Apr. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th Mar., at 10 a.m. by Messrs. Godard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, March 21st, 1921.

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WAR MEMORIAL

SUBSCRIPTION LIST.

FOR the erection by Public Subscription, of a building to be known as the Y.M.C.A. House, to be called the War Memorial Institute, and to be managed for the joint use of the Navy, the Army and Civilian by a Joint Board of Directors. A portion of the sum raised will be devoted to the erection of a Permanent Stone Memorial which will be put in hand at an early date.

Lists may be found at:—

Messrs. Lane & Crawford,

Kelly & Walsh,

Mowbray,

Wm. Powell, Ltd.,

The Hongkong Club,

Hongkong Cricket Club,

Club Lancers,

Engineers Institute,

Victoria Recreation Club,

Kowloon Cricket Club,

Kowloon Bowling Club,

Peak Club,

Club de Boomer,

Orange Power Club.

M. J. BREEN,
Hon. Secretary,
War Memorial Committee.
Hongkong, December 15th, 1920.

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TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments sent for insertion in the news columns of the Hongkong Daily Press, are charged for at the rate of \$1 each, (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertising columns at the prevailing rates.

INTIMATIONS

THE HONGKONG LAND RECLAMATION CO., LTD.

NOTICE

DURING my Absence and until further notice Mr. LESLIE SOLBE GREENHILL has been appointed acting Secretary.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary.
Hongkong, 14th March, 1921.

[681]

THE HONGKONG LAND INVESTMENT & AGENCY COMPANY, LIMITED.

NOTICE

DURING my Absence and until further notice Mr. LESLIE SOLBE GREENHILL has been appointed acting Secretary.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary.
Hongkong, March 18th, 1921.

[682]

THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE

DURING my Absence from the Colony and until further notice Mr. GEORGE ERNEST ELLIAMS has been appointed Acting Secretary.

By Order of the Board of Directors,
JOHN ARNOLD,
Secretary.
Hongkong, March 19th, 1921.

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NOTICE

THE SHAMEN MUNICIPAL COUNCIL invites TENDERS for an Oil Driven FIRE PUMP, and/or Steam Driven Fire Pump, specifications for which can be obtained on application to

THE SECRETARY,
SHAMEN MUNICIPAL COUNCIL,
Canton, March 10th, 1921.

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NOTICE

APPLICATIONS are invited from British Subjects for the post of SUPERINTENDENT OF POLICE on the British Concession, Shamen, the salary being HK\$400 per month, with quarters, coal and light provided. The duties of this post would include the Superintendence of Works such as Fire Engine, Water Plant, Boat, etc. Preference will be given to applicants who have served with His Majesty's Forces, and applications must be sent in writing accompanied by references, etc. to

THE SECRETARY,
SHAMEN MUNICIPAL COUNCIL,
Canton, March 11th, 1921.

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HONGKONG CRICKET CLUB.

HIS EXCELLENCY THE GOVERNOR has kindly consented to unveil a MEMORIAL TABLET in the Pavilion, to those Members of the Club who fell in the War, on TUESDAY, March 22nd, at 5.45 p.m. Members, Subscribers and Ladies are invited to be present.

Hongkong, March, 17th, 1921.

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THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

THE TWENTY-FOURTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the Offices of the Company, St. George's Building, No. 8, Connaught Road, on THURSDAY, the 24th MARCH, 1921, at 11 o'clock a.m. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1920, and electing a Consulting Committee and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 17th March, 1921, until THURSDAY, the 24th March, 1921, both days inclusive.

SHEWAN TOMES & CO.,
General Managers.

Hongkong, March 11th, 1921.

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NOTICE

THE HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of SHAREHOLDERS will be held in the Office of the Company, 2, Queen's Building, Hongkong, on TUESDAY, 29th MARCH, 1921, at Noon, for consideration of the Directors' Report and Statement of Accounts for the year ending 31st December, 1920.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 19th, to the 29th March, 1921, both days inclusive.

By Order of the Board of Directors,
R. M. DYER,
Chief Manager.

Hongkong, March 7th, 1921.

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HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIFTY-SECOND ORDINARY MEETING OF SHAREHOLDERS will be held at the Offices of the undersigned at Noon on WEDNESDAY, the 30th MARCH.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th to the 30th March, both days inclusive.

At this Meeting a Resolution will be proposed dealing with the remuneration to the Consulting Committee.

JARDINE, MATHESON & CO., LTD.,
General Managers,
HONGKONG FIRE INSURANCE COMPANY, LIMITED,
Hongkong, March 10th, 1921.

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INTIMATIONS

ZETLAND LODGE, NO. 525, E.C.

AN "EXTRAORDINARY LODGE OF EMERGENCY" will be held on MONDAY, March 21st, 1921, at 8.30 for 9 p.m. precisely, in celebration of the SEVENTY-FIFTH ANNIVERSARY of Freemasonry in Hongkong and South China.

All Brethren, resident and/or visiting, are invited to attend.
Brethren who intend being present are requested to notify the Secretary.

By Command of the W.M.
A collection on behalf of the Funds of the Hongkong and South China Masonic Benevolence Fund Corporation will be made.

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HONGKONG JOCKEY CLUB

THE FIRST GYMKHANA is fixed for SATURDAY, APRIL 2nd, 1921.

Draft Programme and Entry Forms may be obtained at Race Course, Hongkong Club, and Causeway Bay Stables.
Entries Close WEDNESDAY, MARCH 23rd.

[643]

BEDFORD SCHOOL.

IT is proposed to hold a DINNER FOR OLD BOYS OF BEDFORD SCHOOL at the HONGKONG CLUB on MONDAY, APRIL 4th, at 8.00 p.m.

Will those who would like to be present kindly send their names to the undersigned from whom particulars can be obtained later?

A. MURDOCH,
Hon. Secretary,
c/o JARDINE, MATHESON & CO., LTD.
[645]

TENDERS INVITED.

PROPOSALS FOR COAL Office Department, Quartermaster, Philippine Department, Manila, P.I. Sealed proposals will be received here until 11 a.m. Mar 18th, 1921, and then opened for furnishing coal for Manila, P.I.; Manila, Nagasaki, Yokohama, Japan, or other ports convenient to trade routes between Manila, P.I., Honolulu, Hawaiian Territory and San Francisco, Cal. Further information on application.

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HONGKONG BOXING ASSOCIATION.

Next Tournament.

MING YUEN GARDENS.
THURSDAY, MARCH 24th.

MAIN EVENT:
(Immediately after the Interval.)
WELTERWEIGHT CHAMPIONSHIP.

"Sky" KERRISON v. Seaman CODLINGS
(holder).

BOOKING at MOUTRIE'S Monday, 21st, Members only (on production of current membership cards).

TUESDAY to THURSDAY, 22nd to 24th, General Public.

SPECIAL TRAMS WILL BE RUN.

[631]

A. G. DA ROCHA

AUCTIONEER, SURVEYOR AND
GENERAL BROKER.

No. 2, D'Aguiar Street, Telephone No. 2932.

WEEKLY AUCTIONS.

TUESDAYS:—
MISCELLANEOUS GOODS.

THURSDAYS:—
VALUABLE HOUSEHOLD FURNITURE

SATURDAYS:—
EXCELLENT HOUSEHOLD FURNITURES

A. G. DA ROCHA,
AUCTIONEER, SURVEYOR AND
GENERAL BROKER.

No. 2, D'Aguiar Street, Telephone No. 2932.

FAVOURED with instructions from The Concerned will sell by Public Auction on TUESDAY, 22nd March, 1921, at 2.15 p.m., at my Sales Room.

A QUANTITY OF
MISCELLANEOUS GOODS AND EFFECTS.

Also
85 Bags "Opplate" known by the Chinese as "Mok Yung" and the Indian as "Puchak".

10 Cases Assorted Biscuits.

Navy Blue Serge in 7 yards or 8 yards.

Suit lengths.

TERMS.—Cash on Delivery.

A. G. DA ROCHA,
AUCTIONEER, SURVEYOR AND
GENERAL BROKER.

No. 2, D'Aguiar Street, Telephone No. 2932.

By Order of The Concerned will sell by Public Auction on TUESDAY, 22nd March, 1921, at 2.15 p.m. at my Sales Room.

60 Kegs Heavy Jet-Black News Printing Ink, manufactured by the well-known Firm, Allen, Rankin & Co., New York U.S.A.

The Printing Ink is in very good condition and the attention of European and Chinese Newspapers and Printing Establishments is called to this important Sale. The 60 Kegs are as follows:

20 Kegs each 100 lbs.

10 " " 200 "

10 " " 50 "

TERMS.—Cash before delivery. The goods will be sold with all faults and errors of description at Buyer's risk after the fall of the hammer.

72

INTIMATION

WATSON'S

FINE OLD

BROWN

BRANDY

Unsurpassed as a Liqueur—

delightful to the palate, mellow,

and of fine aroma.

As a beverage, most healthful

and agreeable; an aid to

digestion.

A. S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS.

Phone 618.

[11]

BIRTHS.

BLOWN.—At Shanghai, on March 14th, to Mr. and Mrs. O. C. BLOWN, a daughter.

FAIRBAIN.—At Shanghai, on March 14th, to Mr. and Mrs. W. E. FAIRBAIN, a daughter.

MERRILEES.—At Tientsin, on March 15th, to Mr. and Mrs. A. C. B. MERRILEES, a daughter.

MARRIAGE.

NASH.—BRENTNALL.—At Hankow, on March 10th, REGINALD MESSENGER NASH, to EILEEN LAOY BRENTNALL.

DEATHS.

CORNABY.—At Kuling, on March 13th, WILLIAM ARTHUR CORNABY, of the Wesleyan Mission, Hanyang, in his sixty-second year.

MACHADO.—At Shanghai, on March 14th, MARIA ROSA DE-SERNA MACHADO, beloved wife of Julio Machado, in her 52nd year.

HONGKONG OFFICE: 10A, DES VOGES RD., C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MARCH 21st, 1921.

THE NEW HOTEL PROJECT.

We welcome the public announcement made on Saturday by Mr. A. R. LOWE, as Chairman of the Hongkong Hotel Co., Ltd., that the Company are contemplating the erection of a large modern hotel in Kowloon which will surpass anything of its kind in the Far East. During the past few years we have heard much about schemes for building large hotels in the Far East, and Hongkong has always been mentioned as one of the places urgently needing additional hotel accommodation. These schemes have usually, though not in every case, had as their sponsors syndicates or companies not having their headquarters in the Colony. More than one large shipping company which combines hotel business with passenger transportation has been credited with the intention, or the wish, to provide the Colony with another hotel. A year ago an announcement went the rounds of the papers that a company was being formed in Shanghai for the purpose of establishing a chain of hotels in the Far East, and Hongkong was mentioned as one of the places in which an early start would be made with

the scheme. But none of these projects have shown any signs of materialising. It is not that the need of additional hotel accommodation in Hongkong has not been established; it has been abundantly demonstrated since the end of the war, and it requires no great foresight to predict a steady growth in the tourist traffic to the Far East from Europe and America in the immediate future as China is opened up to trade and commerce.

The Hongkong Hotel Company, however, has so recently embarked on two important enterprises—such as the provision of a handsome country hotel at Repulse Bay, to which extensions are already being made; and, secondly, the acquisition of a large number of motor cars for the transportation of its guests—that one hardly expected to hear so soon of another enterprise on the part of the Company—especially one involving an outlay of something like two million dollars. If there were many who, fifteen months ago, viewed the Repulse Bay Hotel enterprise with misgivings, they are not likely to have the same doubts regarding the prospects of a modern hotel at Kowloon, situated close to the ferry wharf and equipped and run in the manner briefly indicated in the Chairman's speech on Saturday. The Repulse Bay Hotel venture has proved successful beyond all expectation—it was "profitable from the outset." Extensions are already being made and the Hotel Company has acquired an area of approximately 60,000 square feet, in order that the accommodation of the hotel may be extended as demand warrants.

We share to the full the confidence of the directors in the prospects of a modern well-furnished hotel at Kowloon. We understand that the site is one which the Government had in view a couple of years ago for an hotel, not for transient visitors but to relieve the pressure on the housing accommodation of the Colony. It may be recalled that the Government had in hand large surplus funds derived from the operation of what was known as the Local Shipping Control Scheme. As this money represented profits derived from ships owned by British subjects of British and of Chinese race respectively, the Government proposed to use it for the direct benefit of the British and Chinese communities. The SECRETARY OF STATE authorised the expenditure of a portion of the money in the erection of housing accommodation for persons of the British race. The Hon. MR. CLAUD SEYMOUR, while administering the Government in July, 1919, announced that it was the Government's intention to erect, on a site on Salisbury and Nathan roads in Kowloon—a short distance from the ferry—not only a block of flats, having a common dining room, but also an hotel where both married people and bachelors would be able to obtain suitable accommodation. It later transpired, however, that the steamship owners from whom this money had been collected questioned the Government's right to dispose of the surplus in that way. A long time has elapsed since there was talk of testing the matter in the Courts, and we conclude that the Government has dropped its own scheme and views with favour the scheme of the Hongkong Hotel Co. as a satisfactory substitute. The Chairman of the Hotel Company did not explicitly indicate the site in his speech, but if it is the site which had been earmarked for the Government Hotel, then there will be general concurrence with the Chairman's reference to it as "a particularly fine site indeed." It is not only close to the ferry and the railway station, which will one day be the terminus of the great trunk line from Hankow, but it is situated close to the wharves at Kowloon from which passengers by ocean-going liners land and embark. Kowloon itself has a future of which it is scarcely possible at present to form any adequate conception, though when we think of the development that has taken place there in the past twenty years we can feel very confident that in the coming twenty years the rate of development is not likely to lessen. We have very little doubt that twenty years hence it will be said or thought of the Hongkong Hotel Co., Ltd., that it was wise in its day and generation when it decided to embark on this enterprise at Kowloon.

A statement of the foreign debts of China, "as of January, 1920," by the Government Bureau of Economic Information shows an approximate total of \$657,027,088. The table shows, name of debt, creditor, amount borrowed, amount outstanding, date when borrowed, extinction date, term, dates of payment of principal and interest, rate of interest and security. It forms thus a very useful work of reference.

It transpired during the hearing of a case in the British Police Court, at Shanghai last week, that the garages have "hundreds" on their black list—that is to say of customers whose bills have not been paid. In the particular case before the Court, the defendant who was prosecuted on a charge of obtaining credit by fraud, was owing \$240. Defendant was described in the charge sheet as single and unemployed. In three days his accounts had totalled \$100, at 45 p.p.h. A generous uncle came to his rescue at the last moment, and the Magistrate gave the defendant "the benefit of the doubt."

There was an unusual chapter of accidents following upon a race meeting at Kiangwan (Shanghai) a week ago. To begin with one of Mr. Pott's ponies, Spartan King, while being brought back to Shanghai became restive (probably caused by a passing motor) and getting out of control found his way on to the railway track where he came to grief at an open work bridge near Hongkew Park. The pony fell between the girders and it was several hours before he could be removed from this precarious position. There was a more serious ending to the upsetting of other two ponies, one owned by Mr. Robert Macgregor and one by Mr. B. D. F. Beith. A passing train frightened the two ponies and in the ensuing run-away, one of them knocked down a Chinese aged 43, who died later at his home. Mr. Beith's pony was recaptured by a Japanese, but the other disappeared into Chapel.

All who were acquainted personally or through his writings with the Rev. W. A. Cornaby of the Wesleyan Mission, Hanyang, will regret to hear of his death at Kuling. He left Hankow a few weeks ago to go to Kuling in search of health, with the object of gaining strength to go home; but it was not to be. Mr. Cornaby was well-known as one of the greatest missionary scholars in China and his loss will be widely and keenly felt. Mr. Cornaby was the father of three sons, all of whom joined up in the Great War and only one (Ernest) survived. Mr. Cornaby was twice married, the present Mrs. Cornaby (née Miss Foggitt), who survives him, having been formerly well-known in the London Mission. A gifted Chinese scholar, who wrote the language as fluently as he spoke it, Mr. Cornaby was the author of several books both in Chinese and English, his most popular works in English being "A String of Chinese Peach Stones" (1900), "China Under the Search-light" (1901), and "In Touch with Reality" (1905); a revised edition of the first named being now ready for the Press.

The Very Rev. Father Nunes, Bishop-Elect of Macao, left by the *Narmala*, on Saturday, for Rome and Portugal.

The name of Dr. Phoon Sack Weng, M.B., B.S., of the University of Hongkong, has been added to the local register of medical practitioners.

The scheme for the extension of the Victoria Hospital for the accommodation of maternity cases has reached the stage at which tenders are being invited.

A telegram to Japan concerning the rescue work of H.M.S. *Carlisle* at the wreck of the *Hong Mok* was misinterpreted to read that the *Carlisle* had got on the rocks, and had broken up!

An election by the Justices of the Peace of a Justice to serve on the Licensing Board in the place of Mr. M. S. Northcote, who is

TRADE WITH RUSSIA: M. KRASSIN AND M. LITVINOFF DISCUSS AGREEMENT.

SINN FEIN INCENDIARISM: FARMS SET ABLAZE NEAR LONDON.

PROPAGANDA AGAINST ALLIES:

GENERAL PERSHING'S VIGOROUS PROTEST.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

GENERAL PERSHING'S PROTEST AGAINST ANTI-ALLIES PROPAGANDA.

New York, March 19th.

A huge gathering, headed by the American Legion, assembled in Madison Square Garden, last night, to protest against the meeting of the pro-Germans recently. General Pershing addressed last night's gathering. There was a great demonstration, when a procession of mothers wearing gold stars in recognition of their sons lost in the war marched up to the amphitheatre. The crowds outside listened to impromptu, patriotic addresses.

The meeting, inside, unanimously passed a resolution condemning mischievous propaganda and resenting the disloyal attempts to breed dissension in America against the Allies.

General Pershing said that Americans objected to citizens of foreign birth who attempted to decide American questions for a foreign reason, thus abusing American citizenship.

SINN FEIN FIRES.

OUTBREAK IN SURREY AND LONDON.

London, March 19th.

Seven fires simultaneously occurred in farms in Surrey and the outskirts of London, and large valuable stacks were burned down. The outbreak is attributed to Sinn Fein incendiarism.

CASES IN KENT.

London, March 19th.

Nine stacks in a farm in Bexley, Kent, were also destroyed by fire, last night. It is believed that it was a case of incendiarism.

CONSPIRACY CASE IN EDINBURGH.

London, March 19th.

The trial of fourteen men and one woman on charges of conspiracy in connection with discoveries of explosives and Sinn Fein documents at Glasgow has been concluded at the Justiciary Court, at Edinburgh. Four were acquitted, in two cases the verdict was "not proven" and the remainder were sentenced to terms ranging from twelve months' imprisonment to five years' penal servitude, including the woman, who was sentenced to twelve months' imprisonment.

AMBUSH AT CROSS BARRY.

London, March 19th.

An exciting struggle for three hours occurred at Cross Barry, near Bandon. Three-hundred Sinn Feiners had mined a road and ambushed eight lorries, containing police and military. Three lorries were burned down. Seven soldiers and policemen and four civilians were killed. Five soldiers, including two officers and a policeman, and several civilians were wounded.

SOUTH AFRICAN EXHIBITION

REPRESENTATION OF NETHERLAND'S COLONIES.

AMSTERDAM, March 20th.

The South African Government Exhibition of South African products has been opened by Dr. von Karnebeck, Foreign Minister, who, in his speech, mentioned that the Netherlands' colonies were represented in the exhibition by the staff of the Dutch Colonial Institute.

BRUSSELS MEDICAL SCHOOL ROCKEFELLER FOUNDATION CONTRIBUTION.

New York, March 20th.

The Rockefeller Foundation has contributed 45,000,000 francs towards the total of 100,000,000 francs for the new buildings and endowments for the medical school in the University of Brussels. The new funds will go to establish a training school for nurses in memory of Edith Cavell and Madame Dyssage, wife of a well-known Belgian surgeon who was drowned in the Lusitania.

CITY OF PARIS LOAN.

NEW ISSUE FOR TRANSPORT IMPROVEMENT.

Paris, March 20th.

The City of Paris is issuing a new loan of 1,500 million francs for extensive improvements in the transport system, roadways, etc. The loan will probably bear interest at 5 1/2 per cent., tax free, and will be repayable within sixty years by means of quarterly drawings. There will be 140 prizes yearly, including one prize of a million francs.

U.S. TARIFF RATES.

TO BE CHANGED WITH EXCHANGE RATES.

Pittsburgh, March 20th.

Mr. Weeks, Secretary of War, has suggested to the Chamber of Commerce that for the protection of American industries the Secretary of Treasury will be authorized to change the tariff rates whenever the exchange rates moved sharply from the normal.

BILLIARDS CHAMPIONSHIP.

NEWMAN DEFEATS REECE.

London, March 20th.

In the billiards championship, in the final heat, Newman scored 18,000 and defeated Reece, who had a score of 10,744.

Smith (the holder) and Inman did not compete.

INTERNATIONAL RUGBY.

ENGLAND BEAT SCOTLAND.

London, March 19th.

In an international rugby match, England beat Scotland by 18 points to 9 at Edinburgh.

VARSITY SPORTS.

OXFORD AND CAMBRIDGE SCORES LEVEL.

London, March 19th.

At the Queen's Club athletic meeting Oxford and Cambridge tied, having won five events each.

EARLIER CABLES.

GRAND NATIONAL.

SHAUN SPADAH WINS.

London, March 18th.

The Grand National Steeplechase resulted as follows: Shaun Spadah (100-9), 1; The Bore (9-1), 2; All White (33-1), 3. There were 35 runners—a record field. All the horses fell except the winner. The second, third, and fourth jockeys remounted and finished the course. Turkey Buzzard was fourth.

MEXICAN BORDER FRACAS.

CASUALTIES IN SMUGGLING ATTEMPT.

El Paso (Tex.), March 18th.

Prolonged fighting, in which over a hundred United States immigration inspectors and troops participated, followed an attempt by a number of Mexicans to force the passage of the Rio Grande, the latter refusing to stop when summoned. Two soldiers were killed, and a number of Mexican casualties occurred. The Mexican movements are attributed to liquor-smuggling. They apparently had strong forces concealed in bushes, and replied to the inspectors' warning shots with volleys, whereupon the inspectors summoned the military by telephone. Firing is still continuing.

LATEST CABLES.

PLEBISCITE IN UPPER SILESIA GERMANS ORGANISE THEIR VOTES.

London, March 18th.

There are prospects of fierce collisions between the Poles and the Germans during the plebiscite in Upper Silesia, to-morrow, to determine the territory's future nationality. The area comprises 15,000 square miles, with 2,500,000 population. Both sides are conducting a fierce, last-moment propaganda. The Germans have wonderfully organised trains to bring up 300,000 out-voters from all parts; as for example, 300 nuns from a Convent in Vienna are coming.

Both nations contend that their economic future depends on the rich territory. Allied troops have been widely distributed to supervise the plebiscite and maintain peace. The result of the poll is doubtful.

ENFORCING SANCTIONS AGAINST GERMANY.

REPORT OF EXTENSION OF AREA OF OCCUPATION.

Berlin, March 19th.

A message from Mulheim-on-Ruhr states that French and Belgian troops have occupied the western quarter and the Speldorf railway station.

From Duisburg comes the news that the Allies have occupied the railway station at Oberhausen and the locks in the vicinity of the Emscher Canal.

EXAGGERATED REPORT.

Paris, March 19th.

With reference to the Berlin telegram it is officially stated that there has been no extension of the area of occupation. The only movement, yesterday, was the movement of troops from two observation posts, whose position was unsatisfactory, to points two kilometres eastward.

EARLIER CABLES.

DEBATE ON REPARATIONS BILL IN PARLIAMENT.

London, March 18th.

In the House of Commons during the debate on the Reparations Bill, Mr. J. M. Hogge moved an amendment providing that no payment should be made until similar legislation had been passed by France, Italy and Belgium. He asked what replies had been received from the Allies to the telegram with regard to this penalty.

Mr. Chamberlain, replying, said so far only Portugal had replied, stating that it intended to enforce a policy similar to that of Britain, but it was too soon to expect a reply from the other countries with regard to such an important matter. Mr. Chamberlain emphasised that the Bill might operate as a penalty or a means of collection of reparation, according to the action of the German Government. He was of the opinion that it was not improbable that we should soon find the Bill acting in the latter way. He thought the British market was so important to Germany that even if Britain stood alone it would not be an ineffective penalty if Germany were excluded from the British market till our demands were satisfied.

Referring to a speech by M. Briand stating that the proceeds of the Bill would be pooled for proportionate distribution between the Allies, and a statement by Mr. Lloyd George that Britain ought to be allowed to apply the receipts under the Bill to the liquidation of her own claim that the disposal of any surplus should be discussed between the Allies, Mr. Chamberlain admitted that M. Briand's statement, if accurately reported, did represent a certain difference of view. He pointed out that the Bill did not specify what would happen after the receipts had been paid in to the Bank of England. He begged the House not to tie the Government's hands when there were an infinite variety of unforeseeable contingencies, but to leave the Government free to discuss with the Allies when the facts were known—and very probably when Germany had made her proposals to us—the allocation of any surplus after the British claim in any one year had been met.

The amendment was rejected by 204 votes to 39. Mr. J. R. Clynes moved the rejection of the Bill, on the ground that it did not represent a common policy on the part of the Allies. He said it would injure British trade and increase unemployment, while sufficient effort had not been made to secure a settlement by agreement. The Attorney General, replying, justified the sanctions and said it would be wrong to assume that the negotiations with Germany were at an end. If Germany at any moment were prepared to make a reasonable offer, the Allies would be willing that negotiations should proceed. The Bill was read a third time by 131 votes to 15.

(Continued at foot of next column.)

LATEST CABLES.

ANGLO-RUSSIAN TRADE AGREEMENT.

RUSSIAN VIEWS REGARDING ITS USEFULNESS.

London, March 18th.

M. Krassin, interviewed in London, said he hoped that the test case regarding the Russian gold, also the two cases regarding the attachment of consignments of timber and potassium brought to England last year, will be decided in the English courts next week. He said that, pending the decisions, all contracts, including even the contract of Sir Armstrong, Whitworth & Co.'s for the repair of Russian locomotives, had to be delayed, owing to the risk of attachment, and Russian locomotives were at present being repaired at Reval or Germany.

M. Krassin declared that, despite difficulties of transport, owing to shortage of fuel, those who asserted that Russia had nothing to export will be surprised before Summer is finished.

A telegram from Reval says that M. Litvinoff, interviewed, said he hoped that the signature of the trade agreement would lead to Russian and foreign trade centring in London, but the efficacy of the agreement depended on the goodwill of the British Government. Russia had large stocks of flax, hemp, furs, timber and asbestos awaiting export.

RUSSO-POLISH TREATY.

POLAND GETS THIRTY MILLION ROUBLES.

Warsaw, March 19th.

The final Russo-Polish Peace Treaty was signed at Riga yesterday evening, as a result of negotiations which began on November 15th. The treaty provides that thirty million gold roubles should be paid to Poland within a year. Other provisions are largely identical with the preliminary treaty signed in October.

Donsk, the chief Polish delegate, in his speech, said that Poland had at length gained her independence, and hoped to live on friendly terms with Russia. She would give freedom to all nationalities within her borders. The Diet has voted a new Polish Constitution.

EARLIER CABLES.

SOVIET AND AFGHANISTAN.

TREATY RECENTLY CONCLUDED.

London, March 18th.

According to the Manchester Guardian's correspondent at Reval a Treaty was recently signed between the Russian Soviet Government and Afghanistan, which, while recognising complete Afghan independence, practically turns the Afghan Government into an institution subsidised by Russia, the Afghan Government being given an annual allowance of a million roubles, gold or silver. The most important clause as far as Britain is concerned binds the contracting parties not to enter into any military or political agreement with a third Power which will be detrimental to one of the contracting parties.

ARGENTINE STEEL CONTRACT.

KRUPPS SECURE ORDER.

Buenos Aires, March 18th.

In competition with British and American firms, who quoted, respectively, 70 and 118 pesos per wheel, Krupps secured a contract to supply the State railways with 10,000 steel wheels at the price of 49 pesos.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

THE LATE MR. GEORGE JAMIESON.

London, March 20th.

The late Mr. George Jamieson, O.M.G., left £12,000.

YAP CABLES DISPUTE.

The Hague, March 18th.

An official denial has been issued of the report, said to emanate from Tokyo, that Holland favoured the internationalisation of the Yap cables and opposed a single Power owning the island. It is pointed out that the Dutch Government merely requested that its representatives be heard at the International Communications Conference in order to safeguard Dutch interests.

GERMAN EVASION.

Berlin, March 18th.

In order to evade the commercial sanctions, a large section of Germans is being canvassed as to the possibility of finding alternative markets in Russia, following the announcement of the conclusion of the agreement between M. Krassin and Sir Robert Horne. A semi-official message states that a Russo-German Protocol for the purpose of facilitating free economic intercourse was signed at Warsaw on February 18th and was being examined in Berlin by the Departments concerned. The central committee of the German wholesale traders has passed a resolution urging merchants to refrain from purchasing goods from the countries concerned in the imposition of the sanctions.

MISSION OF THE CROWN PRINCE OF JAPAN. THE ANGLO-JAPANESE ALLIANCE.

From the Japan Chronicle we reproduce the following interesting leading article:

His Imperial Highness the Crown Prince has safely started on a journey to see the countries of the West, the first heir to the throne to leave the country over which his ancestors have ruled for so many centuries, thus illustrating the final abandonment of the policy of seclusion which was adopted by Japan at a period when even European monarchs or their heirs appeared to not regard it as safe or convenient to leave the confines of their own territories. It would be interesting to speculate on the reactions probable from this great innovation. How great an innovation it is few of those who have not lived in Japan or realised the attitude of the people towards the Imperial Family can appreciate. It is true that during the Tokugawa period the veneration for the Imperial Family declined, in large part as the result of the derogatory treatment of the Court of Kyoto by the rival Court of Edo, and when the Emperor Meiji ascended the throne, the Imperial cult in strengthening their first American treaty with Japan he records some very contemptuous references by members of the Tokugawa entourage to the titular head of the State. But the awe and veneration of the Imperial Family remained sufficiently active to enable the anti-Tokugawa lords to appeal to it with confidence and success when the moment was ripe for supplanting one group of clans by another. And those who recognised the government on new lines were quick to realise the value of the Imperial cult in strengthening their own position and giving solidity to a structure that for some years was far from secure. Even so the revived teaching was not sufficiently influential by 1877 to prevent a rebellion in Satsuma that declined to recognise in the servants of the Emperor the real exponents of his will. But as time went on, and the system of education was gradually elaborated, with its emphasis on the will of the sovereign, those who had revived the teachings of Motoori of the eighteenth century must have regarded with satisfaction the influence of the cult on the unification of belief. How far the inculturation went it is difficult to say because there were fluctuations due to personal changes among those who held control. But we have seen passages in school-books that were evidently framed on the uncompromising doctrine of Motoori. "From the central truth that the Mikado is the direct descendant of the gods," said this old student of ancient Japanese history, "the tenet that Japan ranks far above all other countries is a natural consequence. No other nation is entitled to equality with her and all are bound to do homage to the Japanese sovereign and pay tribute to him."

It may be supposed that a doctrine with this uncompromising claim of superiority could hardly find acceptance in a country which at the same time was engaged in adapting its organisation and institutions to those of Western countries, but this is to make light of national self-confidence. Though Japan had obtained her art and science from China, her form of government and her code of laws, Motoori did not hesitate to express his opinion that Japan was a superior nation. "It was," in his opinion, "unworthy of Japan to enter into relations with a base barbarian State, whatever might be the benefits which she expected to obtain."

Had the Chinese ruler paid due reverence to the Mikado as a being infinitely superior to himself, the objection would have been less. Now with such a doctrine implicit if not explicit in the school teaching of Japan throughout the Meiji era, it is scarcely surprising that strong antipathy should be felt by large numbers of people at the proposal that the Crown Prince should make a journey abroad and visit foreign Courts on a footing of equality. The orthodox were bewildered by a proposal which involved a complete change in the attitude hitherto adopted and propagated in the school books of the country. To them it was a surrender to a view that had no countenance whatever in orthodox teaching. Hence the prayers at the Meiji Shrine and the petitions that the Crown Prince should not leave the country. From the rational point of view the Hara Ministry was in the right. It must be to the great advantage of the future sovereign that he should see foreign countries and mingle on terms of equality with the rulers of other nations. The time had come for the rigid policy of seclusion to be abandoned, for Japan no more than other countries is able to live to herself alone. But it is undeniable that the decision of the Government will give a great shock to the cult which has been so long the corner-stone of New Japan. And when it is realised that the shock has come from those who are nominally responsible for the maintenance of the cult, and who declare that it is against the interests of the country and the people that the subversive ideas of the West should obtain lodgement in Japan, the blow is all the greater.

The conclusion to be drawn is that such a consciousness of the necessity of such an innovation would have impelled the Government to adopt a course calculated to arouse much disquiet and threaten the fabric which had been built up with so much toil and devotion. What is that necessity? The numerous articles in the Japanese papers applauding the foreign tour of the Crown Prince give an indication of the answer. Almost all these articles mention the renewal of the Anglo-Japanese Alliance as one of the most important fruits which is expected to be garnered as a result of the visit to England of the heir to the throne, for it is primarily to England that the tour is directed. We may, therefore, assume without much fear of contradiction that the visit of his Imperial Highness to foreign countries and the particular importance attached to his stay in England is due to the new orientation of foreign affairs which is the result of the Great War. Neither the Japanese Government nor the Japanese people have ever shown much enthusiasm for the League of

Nations. It was, in fact, coldly received in this country; the idea of subordinating alliances for particular purposes made no particular appeal to a country which had found much support from a policy that regarded one particular alliance as the pivot of its diplomacy. To Japan the League of Nations was not so much an association as a dissociation; it threatened the policy which has hitherto been pursued by all nations in the stage of political or commercial expansion. Moreover, Japan's interests and policies being mainly divergent from those of the Powers forming the League, there was the danger of isolation even when nominally a member of the association. What Japan fears, especially in face of an America grown militant by virtue of the war, is isolation. It was the fear of isolation which caused the negotiation of the insurance treaty with Russia in 1916. This dread of isolation, as it is called, is felt only by nations which envisage an expanding policy. Germany sought to strengthen her expansion policy through alliance with Austria and Italy, just as Japan sought to strengthen her policy of expansion by alliance with Britain. Great Britain's expansion came about rather by accident than design, and, therefore, in her case alliance was never a defined policy. America is in like case. The small nations, which are without a policy of expansion, have no fear of isolation because they have no designs for the acquisition of territory. Japan, on the contrary, or perhaps we should say the military party in Japan, aiming at expansion, finds the necessity of alliances with a view to strengthening her position and, by co-operation with a powerful ally, of carrying her policy against the opposition of Powers which regard her projects with jealousy or suspicion. The Anglo-Japanese Alliance has served the object in view for almost twenty years, and when it had exhausted its efficiency, and seemed likely not to be renewed, a treaty was made with Russia on similar lines. That having now fallen through, an endeavour is being made to renew the pact with Britain. According to the Japanese papers, the visit of the Crown Prince to England, while not avowedly designed with this object, is expected to have a considerable effect in placating public opinion there and removing the hostility to the Alliance which has grown up in the late years. And it is quite probable that it may have the effect anticipated. If the suite which accompanies the Crown Prince refrains from the officiousness which so often defeats its object in Japan, his Imperial Highness may quite probably become a popular hero in England. While these popular ebullitions of feeling are not very lasting, it would in this case be sufficient to give a certain amount of popularity to the renewal of the Alliance, which is favoured by officialdom in England as well as Japan. We believe that the Alliance is against the real interests of both the Japanese and British peoples, for it will encourage the militarist factions in both countries and antagonise America and China. It is, therefore, to be regretted that the journey of the Crown Prince to foreign countries, which is likely to be of great benefit to his Imperial Highness as well as to Japan, marks the final termination of the period of seclusion and aloofness set up in the Tokugawa era, should be associated with a diplomacy that deprives it of much of its virtue.

RETURN VISIT OF BOSTOCK'S CIRCUS.

AN EXCELLENT ENTERTAINMENT.

Bostock's Royal Italian Circus are paying a return visit to Hongkong. This time they have a pitch nearer the centre of things than the Ming Yuen Gardens, being only a few steps from the Star Ferry Wharf, on the Kowloon side. The youth of Kowloon attended the opening performances, during the week-end, in large numbers and many of them brought their parents, who also found plenty to interest them. The Arkos Trio gave an extraordinary difficult and thrilling performance on the trapeze; the huge safety net was very necessary, for more than once a second attempt was required before the daring acrobats could turn somersaults in mid-air and successfully catch one another at the end of a flight. Maximo performed very cleverly on a loose wire rope. If he did not actually maintain his equilibrium by the skin of his teeth, in the familiar phrase, he accomplished something quite as extraordinary. Between two wonderful exhibitions of balancing, he took up a position of "rest" on the wire, the only point of contact between him and his support being a most unstable part of the human anatomy, the notch between the kneecap and the shin-bone. Only one kneecap, be it understood. The monkeys, ponies and elephants—to mention them in an ascending scale—all did wonderful things which demonstrated what patience can accomplish in the training of animals. The clowns kept everybody smiling with their quaint play. Mile Lorenzi performed a wonderful trapeze act, and many other interesting turns filled an excellent programme. There will be daily performances beginning at 2 1/2 p.m. A matinee is announced for Wednesday at 5 p.m.

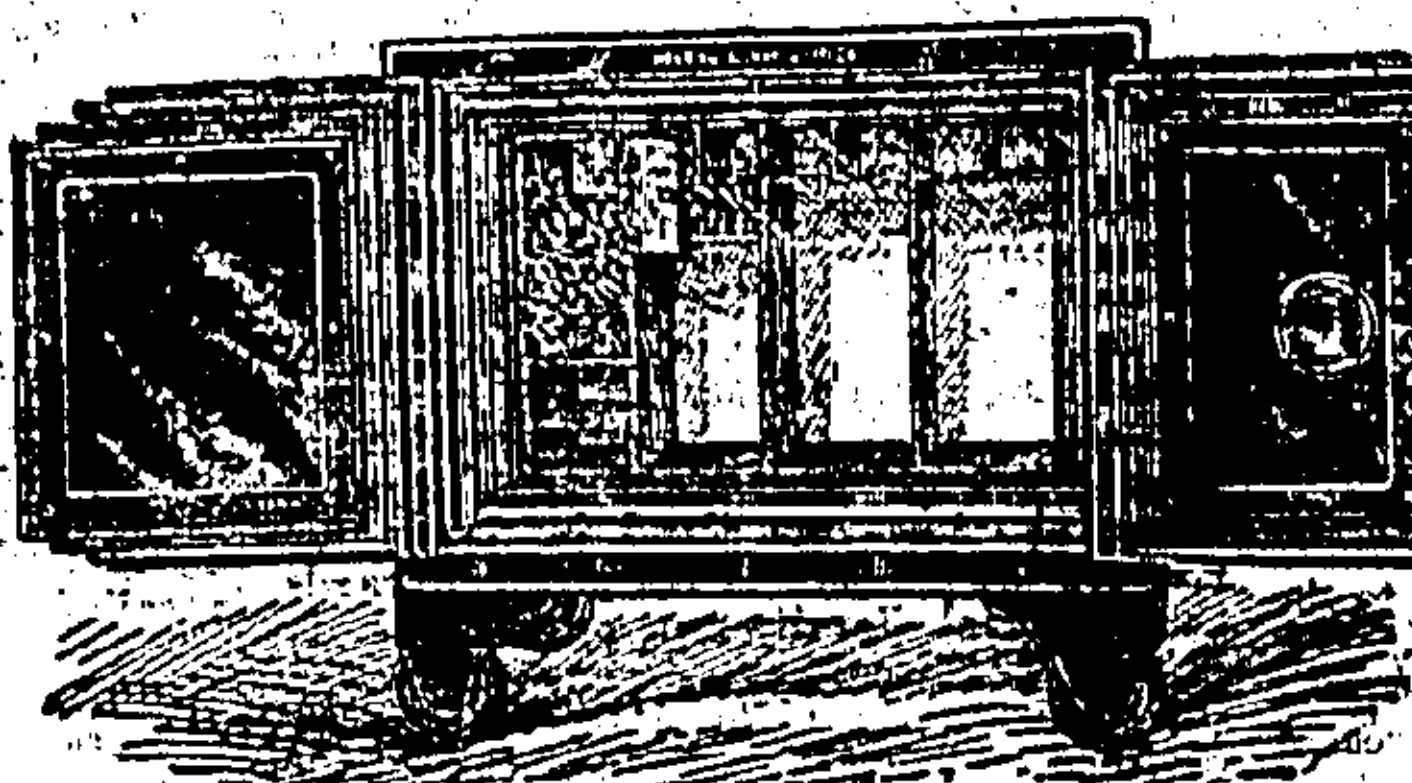
OFFICIAL APPOINTMENTS.

The following appointments by H.E. the Governor are announced in the Government Gazette:—
Mr. E. D. C. Wolfe to act as Captain Superintendent of Police.
Lieut.-Commander W. C. Hake, R.N.R., to be Assistant Superintendent of Water Police, in addition to his other duties.
Mr. W. J. Gordon to act as third assistant Government Marine Surveyor.
Police-Sergeant H. E. Marks to be Sanitary Inspector for Aberdeen vice the late Inspector A. J. Davis.

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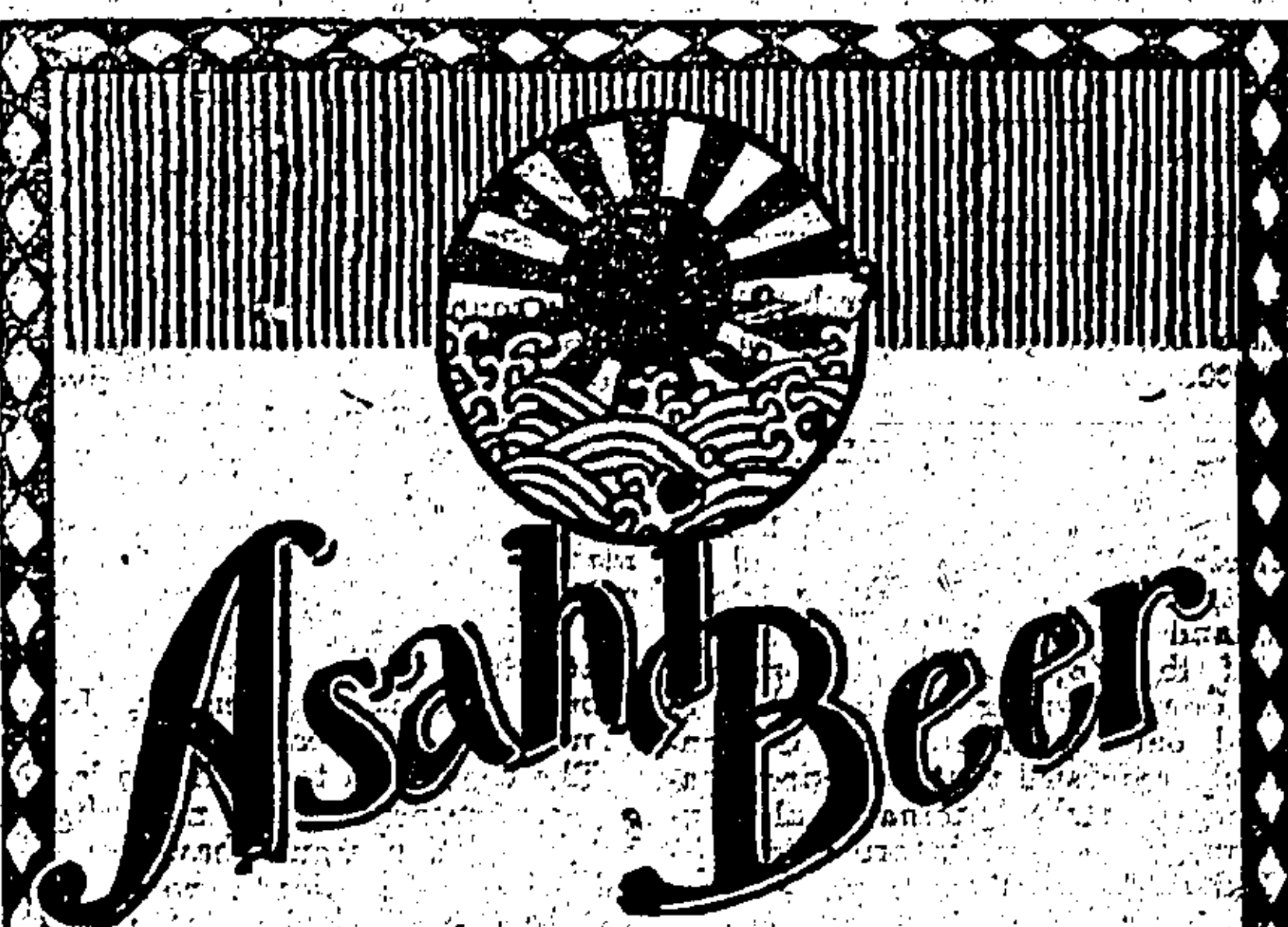
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A HALLOWED CITY.

A VIVID DESCRIPTION OF THE
REBUILDING OF YPRES.

A recent account of the rebuilding of Ypres says:—

The stations on the railways that run by way of Thourout or Roulers through the battle area to Ypres are, with at least one exception (Handzame), still merely make-shift huts, made mostly of wood and iron. But workmen are busy preparing for the erection of permanent buildings, as well as changing German concrete shelters into commodious chambers for storage purposes. At each gate and halt, more particularly at junctions, I saw picturesque and interesting groups of people arriving and departing, all bent on business. At Thourout early one morning were a number of men and women in various guises. Labourers in well-patched corduroys carried their day's provender in large linen bags, and their bare feet were encased in clashing wooden sabots. A buxom wench, in grey gown and spotted apron with shoulder straps, dodged past; two bonnie fair-haired children and their mother, all dressed in mourning, waited with a lily-faced nun and a tall ascetic priest; a man with a rusty brown portfolio under his arm was evidently a clerk grown old in the service of a legal lawyer; and a fashionably dressed lady seemed strangely out of place in the homely scene. Nor could one fail to note the bright crimson band on the station-master's cap, and the black, yellow, and red of the Belgian flag waving gracefully against the cool grey sky.

SIGNS OF HAPPINESS.

In Ypres itself the crowd naturally was more cosmopolitan and curious. Now and for ever a hallowed city, Ypres is continually filled with pilgrims, many of them from these islands and our distant Dominions. The several languages spoken in the bustling streets are at times as mutilated as the fine old buildings whose outlines move up and down dramatically, or swing slowly in serrated curves, like music in a fantastic tragedy. But there were numerous signs of happiness in Ypres. The tiny park in front of the station was bright with flowers, dainty houses and shops, and wooden hotels and cafes, with imposing names, were rising amid the city's disappearing ruins. Soon no relic of charming old Ypres will be left except fragments of the once magnificent Cloth Hall, which are to be maintained as a memorial of its ancient beauty, and a witness to the crimes perpetrated at the call of the Hohenzollern.

In the meantime, as I have suggested, Ypres last summer was more lively than it had been for centuries before 1914. In pre-war times it was a peaceful little town of 18,000 inhabitants. Swans swam in the reedy moat outside the city walls; inside, from quaint Fifteenth and Sixteenth Century houses came the pleasant tinkling of the lace-maker's bobbins; the click-clack of looms was heard, and the scent of dye-work and tanyard sharpened the soft air. The city's normal quiet was broken only on market and fête days, when the Grande Place was thronged with showmen's booths, and merry-go-rounds, and stalls where the products of the countryside were sold.

ALLURING BEAUTY.

The weekly markets have been revived. On Saturdays the Grande Place stallholders offer fruit from local orchards, woollen goods, printed cottons, fine linen from Courtrai and other towns, and beautiful lace, much of it made in the new villages and lonely cottages of the Salient.

Most of the buildings which at present form new Ypres are necessarily temporary structures. Nevertheless, many of them are quite charming. But it is not possible to give any idea of the city's permanent appearance. Materials are too costly and the money exchange too high for ambitious architectural projects. There can be little doubt, however, that the civil authorities of to-day and those of the future will refuse to consider any scheme for remodelling the city that would deprive it of the beauty which made old Ypres alluring for centuries.

ZILLEBEKE AND HILL 60.

Before leaving Ypres for the last time I went to Zillebeke by way of the high bank enclosing the eerie pond. Tall purple plumed grasses waved against the grey water, and I plucked flowers for Auseland at Hellblast Corner. The village grows rapidly, and its red roofs, and those of New Battersea and Knoll farms, beyond the ruined church, made bright notes against the dark slopes of Observation Ridge and Mont Sorrel. At the top of Knoll road I found a new Zwarteleen hamlet and men repairing the road in front of Café de la Victoire. West of it rose the commanding Lover's Hill (60), with its huge water-filled craters reflecting the sky, and close to a British monument facing Ypres, I saw a pink clover-head, the only flower growing on this river height. Crossing the railway gully I passed between the evil dump and Caterpillar mounds, thence along duck-boards, the shattered Ravine and Bluff on my left, and on the crest in front of me stood the primitive-looking cottages of Verbranden-molen. The first, built of blackened corrugated iron, the door, windows, and eaves picked out in apple green, bore the legend "Stout, Bier." The landlady, who was proud of her almost unintelligible English, told me that a pretty child at her side could sing "Schnk an' Scheel." The girl, however, was shy, and I myself gave the old rhyme, accompanied by a barbaric dance. I had learned when the world was young. The performance, if it did not "bring down the house," made the glasses on the little buffet jingle and the iron walls ring with laughter.

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JAPAN, HONGKONG & JAVA.

For JAVA,

S.S. "BORNEO MARU" ... sailing on or about 24th March.

For JAPAN

S.S. "MACASSAR MARU" ... sailing on or about 28th March.

OCEAN TRANSPORT Co., Ltd.

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Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading for SOUTH AFRICAN PORTS with transhipment at CAIRO, SUEZ, and ADEN.

In conjunction with the

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AND AFAR LINES.

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Agents.

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NIPPON YUSEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA or VANCOUVER via Manila, Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU (omitting Manila) ... Wednesday, 20th Apr., at 11 a.m.
SUWA MARU ... Friday, 6th May, at 11 a.m.
FUSHIMI MARU (omitting Manila) ... Tuesday, 31st May, at 11 a.m.
KATORI MARU ... Friday, 17th June, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said and Marseilles.

SADO MARU ... Wednesday, 6th Apr., at 11 a.m.
KITANO MARU ... Friday, 16th Apr., at 11 a.m.
INABA MARU ... Friday, 29th Apr., at 11 a.m.
KAMO MARU ... Friday, 13th May, at 11 a.m.

HAMBURG, AMSTERDAM, LONDON & ROTTERDAM.

MITO MARU ... Thursday, 24th March.

LIVERPOOL & MARSEILLES via Suez.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday, Island, Townsville & Brisbane.

TANGO MARU ... Monday, 28th Mar., at 11 a.m.
NIKKO MARU ... Tuesday, 19th Apr., at 11 a.m.
AKI MARU ... Tuesday, 17th May, at 11 a.m.

NEW YORK via Suez.

AKITA MARU ... Friday, 25th March.

SOUTH AMERICAN PORTS via CAPE.

KAWACHI MARU (sailing from Singapore) Wednesday, 11th May.

BOMBAY & COLOMBO via Singapore.

CAIRO MARU ... Tuesday, 29th March.

CALCUTTA & RANGOON via Singapore & Penang.

MUROH MARU ... Thursday, 24th March.

TOTTORI MARU ... Wednesday, 6th April.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU ... Tuesday, 12th Apr., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

HEIJIN MARU (Kobe only) ... Tuesday, 22nd March.

NAGATO MARU ... Wednesday, 23rd March.

KAMO MARU ... Thursday, 31st Mar., at 11 a.m.

KANAKURA MARU ... Tuesday, 18th April.

IYO MARU ... Friday, 16th Apr., at 11 a.m.

For further information apply to NIPPON YUSEN KAISHA

Telephone Nos. 221 & 222.

S. YASUDA, Manager.

THE LOSS OF SUBMARINE K5.

OFFICIAL STATEMENT ON THE DISASTER.

CLASS NOT AT FAULT.

The Secretary of the Admiralty recently announced that full inquiry has been made into the circumstances of the loss of H.M. submarine K5 on January 20th last, with the following result:—

At the time of the accident the submarine K5 was practising an attack on the capital ships of the fleet. It is established that K5 dived at 11.30 a.m. at a normal angle and without difficulty. She was seen on the surface again at 11.44 a.m., and dived again at once. She was never seen again.

There was at the time no reason to suppose that K5 was in difficulties, or that an accident had occurred. Shortly after 9 o'clock she was called, but did not answer her call sign. Search was accordingly instituted by H.M.S. *Inconstant* and the other submarines of the K class. At 5.42 p.m., approximately 11 miles from the diving position, a large patch of oil and some wreckage were discovered. The wreckage was identified as belonging to K5. Destroyers were sent by the Commander-in-Chief to assist in the search, and H.M.S. *Inconstant* and the destroyers remained in this position all night. No bodies were recovered.

The actual cause of the loss of K5 cannot be ascertained in the absence of any survivors, and no blame can be attributed to anyone in the matter. It is established from the evidence that she was not sunk by collision with any other vessel. The wreckage picked up furnishes no evidence as to the cause of the accident, which remains a matter of conjecture.

Some loss of trim or of control may have occurred while submerged, which caused the vessel to reach a depth at which the external pressure would become too great, and destruction would quickly follow. The great size of the K submarines naturally makes their management when diving more difficult than in the case of smaller submarines. This is one of the chief technical problems that have to be solved in increasing the size of submarines.

A class submarine, some of which have been in commission more than four years, have frequently dived in deep water and have been safely brought to the surface. The evidence of the commanding officers of the other submarines in company with K5 on this occasion indicates that there was nothing in the weather conditions to make diving a matter of any unusual risk. The special instructions and standing orders under which the exercise was being conducted are clear, and provide as far as possible for all contingencies.

K5 had undergone an ordinary periodical refit in December, 1920, and had since exercised both afloat and submerged. Her commanding officer had expressed himself satisfied with the vessel and the training of the crew.

COMPRESSION PROBABLY CAUSE OF DISASTER. The Admiralty memorandum adds little, if, indeed, anything, material, says the *Army and Navy Gazette*, to what we already knew regarding this deplorable calamity to K5. We are given precise details of time, place, and conditions, but beyond this the Court of Inquiry had no evidence whatever upon which to base definite conclusions. Those who alone could have elucidated this mystery perished.

The theory put forward by Rear-Admiral S. S. Hall on the day following the news of the disaster appears to be officially accepted as the most probable explanation. This distinguished officer, whose experience of submarine work has been long and intimate, conceives that the unfortunate vessel took too deep a plunge, and that she collapsed under the pressure of water upon her shell. The fact that oil and wreckage were discovered upon the surface where she was last seen amount to conclusive evidence that her hull was breached.

The cause of the failure to bring the submarine to a pause within the safety margin must remain a matter of speculation. Mechanical mishap may have tragically delayed the action of the deflection planes, or the blowing out of the trimming tanks. Or the disaster may have been another sad illustration of the inexorable doctrine that human fallibility must fail somewhere.

There is at least a melancholy satisfaction in the practical certainty that the end was mercifully swift for the unhappy victims. In the vortex of the crush they were powerless to release the mark buoy with which every submarine is fitted to enable her to signal her whereabouts when she is in trouble, or to slip the ponderous false keel. Needless to say that under such conditions they would have no possible opportunity of using the airlocks and safety helmet which form the means of escape from a water-logged submarine.

The Admiralty devote the principal portion of their statement to an explanation of the qualities and records of the K submarines. Presumably this is intended as a response to the criticism which followed the disaster. This criticism found but little sympathy in the Navy, where it is recognised that efficiency can only be attained and maintained by ceaseless rehearsals under the most realistic conditions. If disaster comes, then the price of Admiralty must be paid. This is the fine philosophy of the sea service. To them the loss of K5 comes within that category which seamen reverently term "the act of God."

RATIONING GOLF.

Owing to the ever-increasing costs connected with the upkeep of golf courses, many executives have been considering the necessity of raising entrance fees and subscriptions, but it has been left to a Scottish course, actually to ration the game. The secretary at Monmouth has informed members of the club, according to a Scots correspondent, that they will be allowed to play only one hundred rounds a year for the subscription at present in force. If anybody desires to play more rounds than this number he or she will be charged the usual fee of one-shilling-and-sixpence per game.

NOTICES TO CONSIGNEES

"GLEN" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

From UNITED KINGDOM, GENOA, COLOMBO AND STRAITS.

THE Steamship

"CARNARVONSHIRE"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 25th March, 1921, at 5 p.m., will be subject to rent. All broken, chafed, and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on 25th March, 1921, at 10 a.m. Claims against the steamer must be presented within 30 days of arrival otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, March 18th, 1921. [647]

S.S. "CHILI"

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLE in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed, and stored at their risk, into the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undischarged after the 22nd Mar., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 25th Mar., or they will not be recognised. All damaged packages will be examined by Messrs. Goddard & Douglas, on Tuesday, the 22nd Mar., at 10 a.m.

No Fire Insurance has been effected. R. RODENFUSER, Acting Agent.

Hongkong, March 16th, 1921. [641]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

From CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"NAMSANG"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained. Goods not cleared by Mar. 23rd, will be subject to rent. All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, March 17th, 1921. [657]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

From EUROPE AND STRAITS.

THE Company's Steamship

"INABA MARU"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon To-day.

Goods not cleared by the 25th March, 1921, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on Thursday and Friday. All claims must be presented within ten days of the steamer's arrival, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents.

Hongkong, March 18th, 1921. [658]

INDO-CHINA

STEAM NAVIGATION COMPANY LIMITED

SAILINGS SUBJECT TO ALTERATION

HAIPHONG via HOIHOW ... "TEOPAO" ... Wed., 23rd Mar., 9 a.m.
SHANGHAI & TSINGTAU ... "CHOVSANG" ... Thurs., 24th Mar., D Light
MANILA ... "YUENSANG" ... Thurs., 24th Mar., 3 p.m.
BANGKOK via SWATOW ... "KWONGGONG" ... Fri., 25th Mar., D Light
SANDAKAN ... "HINSANG" ... Sat., 26th Mar., Noon
STRAITS & CALCUTTA ... "LAISANG" ... Sat., 26th Mar., 3 p.m.
KOBE via SHANGHAI ... "KWAISANG" ... Tues., 29th Mar., D Light

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kuala Lumpur, Jesselton, Labuan, Tawau and Lahad Datt.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weddell and Chetco.

CALCUTTA LINE.

S.S. "LAISANG" will be despatched on or about Saturday, Mar. 26th, 3 p.m. for SINGAPORE, PENANG & CALCUTTA

Through Bills of Lading issued to RANGOON, PORT SWET-TENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to—

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Telephone No. 511.

GENERAL MANAGERS

GLEN AND SHIRE

Joint Service of Steamers.

U.K.—STRAITS, CHINA & JAPAN SERVICE

OUTWARDS.

Vessel Due Hongkong
S.S. "PEMBROKE" ... 2nd March.
S.S. "GLENIFFER" ... 12th April.
S.S. "GLENLYLE" ... 23rd April.

HOMWARDS.

Vessel Leaves Hongkong Discharges
S.S. "GLENARIFFER" 30th Mar. Genoa, London & Rotterdam.

Movements are subject to change without notice. For freight or further particulars please apply to:-

Jardine, Matheson & Co., Ltd.

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2244, 1932.



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CAPITAL PAID-UP ... ¥20,000,000

President: Mr. Y. KAWASAKI.

Vice-President: Mr. K. MATSUOKA.

Managing Director: Mr. MATSUYAMA.

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—
Eleven steamers of 9,100 tons each deadweight.

And under the Company's management:—

Twenty steamers of about 9,100 tons deadweight each.
Two steamers of about 8,400 tons deadweight each.

(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA

No. 8, Doko, Kobe.

[37]



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Agents: BULLER & PERVIS
40, 42, 44, New York

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SHIPPING NEWS

ARRIVALS

March 19th.

Despatch, French str., 370 tons, Capt. F. A. Cecconi, from Hoihow, with rice and pigs.—Kai Yee.

Shun Shing, Chinese str., 297 tons, Capt. G. A. de Souza, from K. C. Wan, with a general cargo.—P. On S.S. Co.

Tai See Ma, Chinese str., 402 tons, Capt. Chan Chau, from Hoihow and Pak hoi, with a general cargo.—Yan Fat.

March 19th.

Ohean, British str., 1,351 tons, Capt. P. Purslow, from Canton, with a general cargo.—B. & S.

Ohuan, British str., 1,338 tons, Capt. Rees Lewis, from Bangkok and Swatow, with timber.—B. & S.

Drufar, Norwegian str., 1,102 tons, Capt. O. Olsen, from Saigon and Swatow, with a general cargo.—Thoresen & Co.

Egmont Castle, British str., 3,342 tons, Capt. J. Cann, from Shanghai, with a general cargo.—Dodwell & Co.

Haimun, British str., 641 tons, Capt. C. E. Page, from Hoihow, with a general cargo.—Po Shun S.S. Co.

Hydrangea, British str., 501 tons, Capt. J. E. Drummond, from Swatow, with a general cargo.—Chiu On S.S. Co.

Kwongshing, British str., 1,424 tons, Capt. Bichard, from Canton, with a general cargo.—J.M. & Co.

Lushan Maru, Japanese str., 1,500 tons, Capt. T. Yasukawa, from Canton, with a general cargo.—N.Y.K.

Sinkung, British str., 1,616 tons, Capt. W. Puckett, from Shanghai, with a general cargo.—B. & S.

Tenyo Maru, Japanese str., 6,282 tons, Capt. Totaka, from San Francisco, with a general cargo.—Union Trading Co. and Thomas W. Simmons Co.

Togo Maru No. 3, Japanese str., 1,064 tons, Capt. N. Goda, from Canton.—Y.K.K.

Washin Maru, Japanese str., 1,091 tons, Capt. T. Ogi, from Canton.—Sato & Co.

Yasun, Chinese str., 245 tons, Capt. Chan Kam Shing, from K. C. Wan and Macao, with a general cargo.—Po Sang.

March 20th.

Caddopack, American str., 1,769 tons, Capt. G. B. Gouereaux, from Saigon, with a general cargo.—F.M. S.S. Co.

Choyang, British str., 2,231 tons, Capt. Walker, from Shanghai and Swatow, with a general cargo.—J.M. & Co.

Coast, American str., 3,743 tons, Capt. Geo. N. Hampson, from Portland, with a general cargo.—Admiral Line.

Eastern, British str., 2,273 tons, Capt. A. S. Gordon, from Melbourne and Manila, with a general cargo.—MacKinnon Mackenzie & Co.

Glymont, American str., 1,672 tons, Capt. Swanson, from Saigon with rice.—Robert Dollar & Co.

Nanking, American str., 5,099 tons, Capt. T. H. Dodson, from San Francisco (which port she left on February 17th), with a general cargo.—C.M. S.S. Co.

Ningpo, British str., 1,228 tons, Capt. W. J. Freer, from Canton, with sundries.—B. & S.

Shinshu Maru, Japanese str., 1,340 tons, Capt. J. Yamamoto, from Miike, with coal.—Mitsui & Co.

Teo Pao, British str., 972 tons, Capt. Kelman, from Hoihow, with rice and general cargo.—J.M. & Co.

Tjibodas, Dutch str., 4,600 tons, Capt. P. Hopman, from Batavia and Muntok, with a general cargo.—J.C.J.L.

CLEARANCES

March 19th.

Altoway, for Manila.

Chen, for Shanghai.

Uyao Maru, for Swatow.

Kito, for Shanghai.

Swatow, for Shanghai.

Kwongshing, for Tournay.

Mathew, for Saigon.

Mohon, for Swatow.

Namsang, for Shanghai.

Nancy Miller, for Samarang.

Shofuku Maru, for Bangkok.

Shunshing, for Kwangchowwan.

Siberia Maru, for Shanghai.

Sukwang, for Canton.

Soochow, for Shanghai.

Telemachus, for Saigon.

Togo Maru, No. 5, for Takao.

Uyo Maru, for Keelung.

Washin Maru, for Kwangchowwan.

Wanun, for K. C. Wan.

William H. Webb, for Manila.

Yoroppa Maru, for Chingwantao.

ADMIRAL LINE'S NEW SHIPS.

The first passenger steamer (named *s.s. Wenatchee*) allocated to the Admiral Line, for operation to the Orient, is now on its way from New York to the Pacific Coast. She arrived at Havana, Cuba, on March 16th. It is definitely decided that this steamer will sail from Seattle on her first voyage to the Orient on April 9th. She is due to arrive at Hongkong, via Japanese ports, on May 1st. On her return trip from the Orient to Seattle she is scheduled to leave Hongkong on May 14th.

Definite information has also been received that the Admiral Line's second ship, the *Keystone State*, will sail from New York on April 30th, and leave Seattle for the Orient on May 31st.

CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS VIA MANILA & BANGKOK.

"VICTORIA" April 11th.

SPECIAL SAILING FOR SHANGHAI.

"HWAH PING" March 18th.

For Freight and Passage, apply to—

THE CHINA & AUSTRALIA S.S. CO., LTD.

Tel. 2207.

PASSENGERS.

ARRIVALS

For *s.s. Tenyo Maru*, on March 19th:—Mr. M. S. Asbell, Dr. and Mrs. J. Boschu, Mr. E. J. Bramberger, Mr. and Mrs. A. S. Brooks, Mrs. J. Brewer, Mrs. A. M. Barce, Miss J. M. Caskin, Mr. H. H. Cohen, Mr. F. Cherry, Mr. T. Fujino, Miss E. B. Fairley, Mr. B. O. Gibson, Mrs. S. Hoelt, Mr. J. E. Joseph, Mr. and Mrs. W. B. Kennett, Mr. C. R. B. Newton, Mr. W. C. Porterfield, Mr. H. W. Ray, Mr. and Mrs. F. B. Stone, Mr. and Mrs. C. J. Smith, Mr. and Mrs. F. Towle, and Mr. H. J. Vollenweider.

For *s.s. Choyang*, on March 20th:—Mr. and Mrs. C. P. Dawson.

For *s.s. Haimun*, on March 20th:—Mr. J. W. Andrews, Miss Ada Aggar, Mrs. B. C. Ryd, Miss M. Byrd, Mr. M. A. Byron, Mrs. M. R. Byron, Mrs. P. D. Chandler, Miss P. Chandler, Mr. D. S. Cooper, Mrs. S. Connor, Mr. H. Dutt, Miss A. H. Forster, Mr. and Mrs. N. T. Jelly, Miss M. F. Keller, Mr. P. G. Mahr, Mr. F. W. Moore, Miss R. Partridge, Capt. J. Thompson, Mr. J. Van Gerve.

DEPARTED

For *s.s. Karmala*, on March 19th:—Mr. and Mrs. Chisholm, Miss Martin, Mr. J. S. Northcote, Mr. and Mrs. Chapman, Mr. and Mrs. E. H. Gilson, Mrs. Mackie, Mr. and Mrs. Douglas Cook, Mr. and Mrs. Sanders, Mr. C. Osbourne, Mrs. Whitley, Mr. and Mrs. Welby, Mr. and Mrs. Harrington, Mr. H. T. Wilgress, Mr. R. F. Smith, Mr. and Mrs. Kowley, Mr. G. L. Ten Bruggen, Capt. Somerville, Mr. T. G. Baillie, Dr. A. Stanley, Mr. Drummond, Mr. Martin, Miss E. Jones, Mrs. D. Hagen, Mr. and Mrs. W. Abbott, Mr. and Mrs. Douglas Cook, Rev. Mr. Hewlett, Mr. M. Wilson, Mr. E. Benson, Mr. A. S. Mill, Miss and Mrs. Floyd, Mr. and Mrs. Spenceley, Mrs. G. W. Russell, Mr. J. B. Hayman, Mr. G. W. Russell, Mr. and Mrs. R. Ockwell, Mr. and Mrs. Muir, Mr. and Mrs. Burford, Mrs. Laws, Mr. Parks, Q.M.S. Laws, Mr. P. C. Neil, Mr. Nunes, Mr. Coward, Mr. Whitley, Mr. Werner, Paymaster Townsend, Mr. Griffiths, Mr. Murgrove, Mr. Catto, Mr. Coxon and Mr. Jardine.

SHIPPING MOVEMENTS.

The C.M. *s.s. Nanking* arrived at this port yesterday. She will be despatched to Manila, tomorrow, at noon.

The *s.s. Telamon* (Blue Funnel line) left Shanghai on the 16th inst. for Liverpool via Hongkong and Havre. She is due here to-day, and will sail on the 22nd inst.

The *s.s. Matlawa*, from Hongkong on March 14th, arrived at Saigon on March 18th.

The E. & A. Co.'s *s.s. Eastern* left Manila for this port on the 18th, and arrived here at noon, yesterday.

VESSELS EXPECTED.

Agapenor (Blue Funnel), due April 17th.

Asia Maru (N.Y.K.), from Japan, due March 24th.

Antiochus (Blue Funnel), due March 24th.

Awa Maru (N.Y.K.), from Liverpool, due April 24th.

Bowen Castle (Barber line), Dodwell & Co., agents, from New York, due May 15th.

Benavon (Ben line), due March 24th.

Cadaretta (Admiral line), from Saigon, due about April 5th.

Coast (Admiral line), from Portland Ore., due about April 5th.

Crosskeys (Admiral line), from Seattle, Wash., due about April 5th.

Elpenor (Blue Funnel), due March 21st.

Farquhar (Blue Funnel), due April 20th.

Hector (Blue Funnel), due May 4th.

Iyo Maru (N.Y.K. European), from London, due April 14th.

Kamataka Maru (N.Y.K.), from Liverpool, due April 10th.

Lake Onawa (Admiral line), from Saigon, due about March 25th.

Murphy (Admiral line), from Japan, on March 23rd.

Nachon (Blue Funnel), due May 6th.

Nagato Maru (N.Y.K.), from Europe, due March 22nd.

Pyrrhus (Blue Funnel line), due April 2nd.

Telemachus (Blue Funnel), due April 10th.

Torilla (B.I. & A.L.), due March 23rd.

WEATHER REPORT.

March 20th. at 12.23—Pressure has increased moderately at Weihaiwei and decreased moderately to slightly at other reporting stations.

The Chinese depression is approaching Japan.

The barometric gradient is shallow from the Vinyas to south-east China.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 2.70 inches against an average of 4.85 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District Forecast.

Hongkong to Gap Rock—(Light variable winds, freshening from Eastward later fair.

Formosa Channel—(S.W. winds, moderate freshening from N.E. later.

South coast of China between Hongkong and Lamooka—(No. 1.

South coast of China between Hongkong and Hainan—(E. to S.E. winds, moderate.

CP O S

SAILINGS

HONGKONG to VANCOUVER

via Shanghai, Nagasaki, (Mok), Kobe & Yokohama

Steamer	From	Due
EMPERESS OF JAPAN	Mar. 23	Apr. 12
EMPERESS OF ASIA	Mar. 31	Apr. 18
MONTREAL	Apr. 7	May 1
EMPERESS OF RUSSIA	Apr. 23	May 16
EMPERESS OF JAPAN	May 7	June 1
EMPERESS OF ASIA	May 23	June 13
MONTREAL	June 14	July 6
EMPERESS OF RUSSIA	June 23	July 11
EMPERESS OF JAPAN	July 7	July 28
EMPERESS OF ASIA	July 21	Aug. 8
EMPERESS OF RUSSIA	Aug. 18	Sept. 5

Passengers to Europe are strongly urged to secure their seats as early as possible, their departure from the Orient in advance of possible departure from the Orient. Traffic conditions on the Atlantic are so congested as to make it difficult for all passengers to Europe. Passengers sailing from Montreal to Liverpool, London & Glasgow. Passengers sailing from Montreal to London & Glasgow. Passengers sailing from Montreal to London & Glasgow.

For Freight and other information please apply to

HONGKONG OFFICE.

Telephone 718. Cable address: GADANPAO.

CANADIAN PACIFIC OCEAN

SERVICES, LTD.

CHINA MAIL S.S. CO., LTD.

Incorporated in U.S.A.

FREIGHT AND PASSENGERS

S.S. "NANKING"	S.S. "NILE"	S.S. "CHINA"
15,000 Tons	11,000 Tons	10,200 Tons

SAILING FROM HONGKONG for SAN FRANCISCO via Shanghai, Japan, Ports and Honolulu

S.S. "CHINA"	S.S. "NANKING"	S.S. "NILE"
May 18th	March 20th	April 21st

SAILING FROM HONGKONG for MANILA

S.S. "NANKING"	March 22nd
SAILING FROM HONGKONG for SINGAPORE	

S.S. "CHINA"	S.S. "NILE"
April 30th	April 3rd

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

C. T. SURBRIDGE, FREIGHT & PASSENGER AGENT.

PATENT BUILDING, 101 HONG KONG STREET.

TELEPHONE, PASSENGER DEPT. TEL. PASSENGER DEPT. & AGENT.

No. 1934. No. 2161.

PACIFIC MAIL S.S. CO.

TRANS-PACIFIC SERVICE

Freight and Passenger

FOR SAN FRANCISCO VIA SHANGHAI JAPAN PORTS AND HONOLULU

AMERICAN STEAMERS

"COLOMBIA"	Wednesday, March 23rd
"VENEZUELA"	Wednesday, April 20th
"GOLDEN STATE"	About Monday, April 25th

PANAMA SERVICE

Freight and Passenger

Regular bi-monthly sailings from San Francisco for Mexico, Central America, Panama and West Coast of South America.

SHANGHAI-CALCUTTA SERVICE

Freight Only

S.S. "LAKE GILFEN" For SHANGHAI Sailing March 21st.

For SINGAPORE, PENANG, RANGOON AND CALCUTTA.

MANILA-EAST-INDIA SERVICE

Freight and Passenger

SAN FRANCISCO, HONOLULU, MANILA, SAIGON, SINGAPORE, CALCUTTA & COLOMBO.

Monthly Sailings

ROUND THE WORLD SERVICE

Freight Only, Monthly Sailing

San Francisco to Yokohama, Kobe, Dairen, Tientsin, Shanghai, Manila, Saigon, Singapore, Calcutta, Colombo, Bombay, Alexandria, Birecta, Marseille, Barcelona, the S. Baltimore, Norfolk, Cristobal, Los Angeles and San Francisco.

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.

Telephone 141. Cable Address "SOLANO" Hotel Macdonald, Hongkong. 26

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers

For BOSTON and NEW YORK

S.S. "MONGOLIAN PRINCE" 15th April, (via Suez).

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED.

Telephone 3155. St. George's Building. Telegrams "Turnprince" [195]

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU

"THE PATHWAY OF THE SUN"

STEAMERS	TONS	LEAVE HONGKONG
TENYO MARU	23,000	April 3rd
SHINYO MARU	23,000	April 27th
PERSEA MARU	9,000	May 14th
KORRA MARU	20,000	May 20th

† Calling at Dairen instead of Nagasaki.

‡ Omitting Shanghai.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA

CRUZ, BALBOA, CALLAO, MOLENDINO, ARIKA & IQUIQUE.

THROUGH BY TRANS-AMERICAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
HAYO MARU	14,000	April 25th
SHINYO MARU	14,000	May 15th

* Cargo only.

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, MANAGER.

King's Building. Tel. Nos. 3274 & 3275.

Agents at Canton:

Messrs. T. E. GRIFFITH, LTD.

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JAVA-CHINA-JAPAN LIJN.

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	From	Expected on or about	Will leave on or about	For
TJITAROM	JAVA	In port	31st Mar.	JAPAN
TJIBODAS	JAVA	In port	27th Mar.	SHANGHAI
TJILEBOET	JAPAN	23rd Mar.	25th Mar.	JAVA
TJIKINI	SHANGHAI	27th Mar.	29th Mar.	JAVA
TJILATJAP	JAVA	22nd Mar.	31st Mar.	JAVA

* Wireless Telegraphy.

The Steamers are all fitted throughout with Electric Light and have accommodations for a limited number of saloon passengers. All steamers carry a daily qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia. For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LIJN.

York Building First Floor

Telephone No. 1874.

VEREENIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ

(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China and Japan Conferences)

Regular monthly service between

JAPAN PORTS, SHANGHAI HONGKONG AND MANILA

AND ROTTERDAM, HAMBURG AND BREMEN

Sailings subject to alterations.

Loading	For	Sailing on or about
"ALDERAMIN" April	AMSTERDAM & HAMBURG	10th April
"BOEROE" May	AMSTERDAM & HAMBURG	20th May
"ALCOB" June	ROTTERDAM & HAMBURG	20th June
"ALCHIBA" July	AMSTERDAM & HAMBURG	20th July

For full particulars please apply to—

JAVA-CHINA-JAPAN LIJN.

Tel. No. 154.

General Agents,

York Building.

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL) S.S. CO., LTD.)

Sailings from Hongkong	For	Sailing on or about
"LAERTER"	...	27th Mar.
"KANDABAR"	...	26th Apr.
"CITY OF DUNKIRK"	...	20th Apr.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD. HONGKONG

HONGKONG AND CANTON. HEBB & CO., CANTON.

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LOS ANGELES PACIFIC NAVIGATION COMPANY

(TRANS-PACIFIC FREIGHT SERVICE)

Operating United States Shipping Board Steamers

HONGKONG TO LOS ANGELES, CAL., U.S.A.

Due Inwards	About	Sailing	About
"WEST HIXTON"	1st April	"WEST HIXTON"	2nd April
"WEST HIXTON"	1st May	"WEST HIXTON"	3rd May

Through Bills of Lading to all U.S. ports. Shipside connection with Salt Lake, Santa Fe and Southern Pacific Railroads.

Telephone 1082.

CHAS. E. RICHARDSON,

General Agent for South China

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DARAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at GALLUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.
Managing Agent."ELLERMAN" LINE.
(ELLERMAN & BUCKNALL S.S. CO. LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON, AMSTERDAM, ROTTERDAM & HAMBURG

S.S. "VIGO" ... 4th April.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned:

or to Messrs & Co., Canton.

THE BANK LINE, LTD.
General Agents.C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
YIENTSIN	"NINGPO"	On 22nd March, D'light
SWATOW and SINGAPORE	"LINAN"	On 22nd March, 10 A.M.
SWATOW and BANGKOK	"CHUBAN"	On 22nd March, 10 A.M.
AMOY, SHANGHAI & FUKOW	"SINKIANG"	On 22nd March, Noon.
SHANGHAI	"TEAN"	On 23rd March, Noon.
SHANGHAI	"SUNNING"	On 24th March, Noon.
SHANGHAI & TIENTSIN	"YINGCHOW"	On 25th March, Noon.

SHANGHAI LINE—PASSENGER, MAILS and CARGO.
Excellent Saloon accommodation. Amplest Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE—Fast, High Class Coast Steamers having good accommodations for First-Class Passenger Electric light and Fans in staterooms and Saloons and Excellent cuisine.

SWATOW, AMOY & FOOCHOW
AND RETURN

(Occupying 9 to 10 Days).

"HAIHONG" ... Capt. W. C. Pasmore | FRIDAY, Mar. 25th, at 12 Noon.
"HAILONG" ... Capt. W. Cooper | WEDNESDAY, Mar. 23rd, at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blaise Pier).

For Freight and Passage, apply to—

DOUGLAS LARAIAK & CO.,
General Manager.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KORE & YOKOHAMA	"AMAZONE" ... 11,000	On or about 4th April
	"ANDRE LEBON" ... 30,000	On or about 27th April

SALES STEAMERS via
SAIGON, HINGA,
FOR COLOMBO,
DUEBOUT, SUZ,
PORT SAID

"CORDILLERE" ... 10,000 ... On or about 28th March.

SAIL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

B. BODENFUSCH,
Acting Agent,
Queen's Building.

Telephone 740.

P. & O. - BRITISH INDIA
APCAR AND EASTERN &
AUSTRALIAN LINES

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA INCLUDING

[NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"KASHMIR"	10,000	28th Mar.	Marseilles, London & Antwerp
"NANKIN"	7,000	4th Apr.	do
"DUNERA"	5,414	11th Apr.	Spain, Colombo & Bombay.
"KHYBER"	9,000	15th Apr.	Marseilles, London & Antwerp
"BOUDAN"	7,000	19th Apr.	do
"DUNWARR"	5,400	2nd May	Singapore, Colombo & Bombay.
"YAGODA"	7,000	12th May	Marseilles, London & Antwerp
"ELASTY"	7,548	10th June	do
"DELTA"	8,000	24th June	do

BRITISH INDIA - APCAR SAILINGS (South)

"TANDA"	6,956	21st Mar.	Calcutta via S. Port, P. & R. G. G. G.
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EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	5th April	Sandakan, Thursday Island
"KANOWNA"	7,000	2nd May	Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"EASTERN"	4,000	21st Mar. Noon	Moji & Kobe.
"TORILLA"	5,300	22nd Mar.	Shanghai & Japan.
"BOUDAN"	6,998	25th Mar.	Shanghai & Japan.
"DUNERA"	5,400	30th Mar.	Shanghai only.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Saloon Passengers may travel by H.B.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta or Madras.
All Claims are held with the Company's Agents.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Parcels measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice. Any damaged packages must be left in the Godowns for examination by the Customs, and the Company's Surveyors, Messrs. Guthrie & Douglas at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godown.

For Further Information, Freight Rates, Freight, etc., apply to
MACKINNON, MACKENZIE & CO., Agents.
22, Des Voeux Road Central, HONGKONG.

O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"SHUNKO MARU" ... Wednesday 22nd March.

BUENOS AIRES, RIO DE JANEIRO, SANTO, MAURITIUS.

DURBAN & CAPE TOWN via SINGAPORE. PASSENGER SERVICE.

"MEXICO MARU" ... Thursday, 14th April.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"KARADO MARU" ... Tuesday, 5th April.

"INDUS MARU" ... Sunday, 10th April.

SAIGON, BANGKOK & SINGAPORE—Regular monthly service.

"KIBU MARU" ... Friday, 1st April.

"Excellent accommodation for 1st and 2nd class passengers."

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA.

Via Shanghai and Dairen—Regular fortnightly passenger service touching at intermediate ports in Japan taking cargo to OVERLAND PORTS U.S. in connection with Chicago Milwaukee & St. Paul Railway.

"ARABIA MARU" ... Friday, 8th April.

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and Colon Ports.

ONE STEAMER ... Beginning of April.

NEW ORLEANS LINE.

"OLYMPIOS MARU" ... Wednesday, 22nd March.

Taking Cargo to Fisco, Panama Zone & Colon.

JAPAN PORTS—Shanghai, Moji, Kobe & Yokohama.

"KOSHO MARU" ... Monday, 21st March.

"BOURAYAMA MARU" ... Monday, 28th March.

KHEILING via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

TAKAO via SWATOW & AMOY.

"BOSHI MARU" ... Friday, 25th Mar.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building. [80]

Tel. Nos. 744 & 745.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer Arr. Hongkong from Australia Lv. Hongkong for Australia

"TAIYUAN" ... 21st Mar. at 3 P.M.

SAILINGS SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A daily qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For Freight and passage apply to— BUTTERFIELD & SWIRE, Agents. [88]



Operating the following U.S. Shipping Board Steamers

PASSENGER AND FREIGHT SERVICE.

FOR VICTORIA, B.C. & SEATTLE, WASH.

(Calling at Shanghai & Japan Ports).

S.S. "WENATCHEE"	Sailing May 14th
S.S. "KEYSTONE STATE"	Sailing June 18th
S.S. "WENATCHEE"	Sailing July 25th
S.S. "KEYSTONE STATE"	Sailing Aug. 30th

Information regarding rates, accommodation etc., Apply to

THE ADMIRAL LINE

Telephone 2477 & 2478.

5th Floor, Hotel Mansions. [663]



Operating the following U.S. Shipping Board Steamers.

TRANS-PACIFIC FREIGHT SERVICE.

FOR SEATTLE, TACOMA, VICTORIA & VANCOUVER.

(Calling at Shanghai, Dairen and Japan Ports).

"WHEATLAND MONTANA" Freight Only... About March 27th.

"CROSSKEYS" ... do ... About April 21st.

"CROSSKEYS" ... For MANILA ... April 9th.

FOR PORTLAND DIRECT.

(Calling at Kobe and Yokohama).

"MONTAGUE" ... Freight only About April 11th.

Through Bills of Lading issued to Overland Common points.

For Freight and Particulars apply to

THE ADMIRAL LINE.

Telephone 2477 & 2478. Fifth Floor, Hotel Mansions. [71]



THE PACIFIC STEAMSHIP CO.

REGULAR SERVICE

To & From

SAIGON-SINGAPORE-SUMATRA

JAVA PORTS

OPERATING THE FOLLOWING U.S.S. STEAMERS

CADARETTA ... April 10th.

GLYMONT ... April 15th.

LAKE FARRAR ... April 20th.

LAKE ONAWA ... May 6th.

Through bills of lading issued to all United States, Pacific Coast, and Overland Points.

For full Particulars and Rates, Apply to—

THE ADMIRAL LINE.

5th FLOOR, HOTEL MANSIONS BUILDING.

Tel. Add.: ADMIRALINE. Telephone 2477 & 2478.

SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama.

W.M. HY. WEBB, ... April 2nd.

For freight space and particulars apply to—

BARBER STEAMSHIP
LINES, INC.,

THE ADMIRAL LINE,

Telephone

AGENTS

5th Floor

2477 & 2478.

Hotel Mansions.

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STRUTHERS & DIXON, Inc.

GREEN STAR LINE.

Operating Far Eastern services for account of the

UNITED STATES SHIPPING BOARD.

To NEW YORK & BALTIMORE

"Eurasia" ... 26th March

To SAN FRANCISCO (via) MANILA

"West Henshaw" ... 21st March

To SEATTLE & VANCOUVER

"West Ivis" ... 28th March

Also cargo accepted for Transshipment at San Francisco and/or Seattle to weekly sailings for

NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE,

PHILADELPHIA, NEW YORK, BOSTON.

Through Bills of Lading issued to all U.S. & Canadian Overland Common Points.

HONGKONG OFFICE—1st floor, Towall's Building, 12, Des Voeux Rd., Tel. 8008.

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